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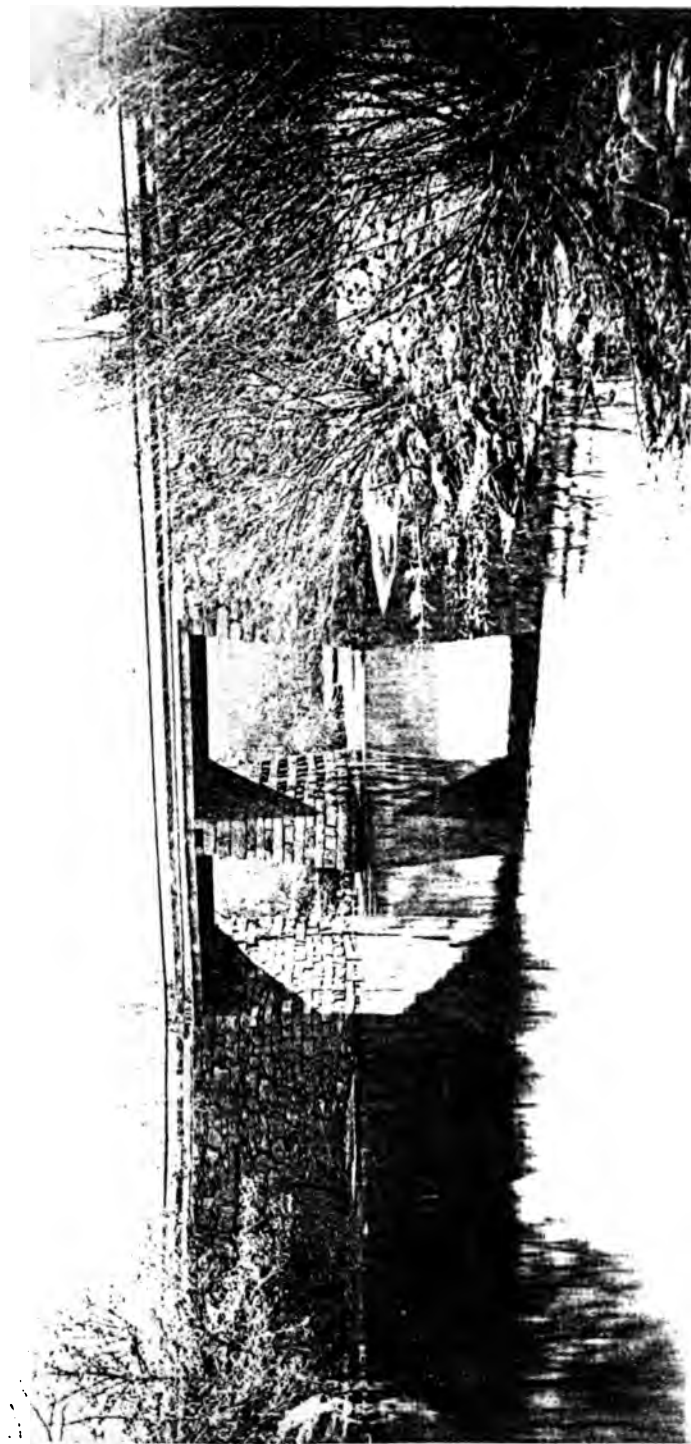


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NORTH RIVER BRIDGE.

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*1889*

HISTORY OF SHIPBUILDING  
ON  
NORTH RIVER, //

PLYMOUTH COUNTY, MASSACHUSETTS,

WITH GENEALOGIES OF THE SHIPBUILDERS,  
AND ACCOUNTS OF THE INDUSTRIES UPON ITS TRIBUTARIES.

1640 TO 1872.

BY

L. VERNON BRIGGS

MEMBER OF THE NEW ENGLAND HISTORIC GENEALOGICAL SOCIETY.

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BOSTON:

COBURN BROTHERS, PRINTERS, 114 WASHINGTON STREET,

1889.

1889



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L. VERNON BRIGGS,  
1889.

DEDICATED WITH AFFECTIONATE RESPECT TO MY FRIEND

Dr. Henry J. Bowditch,

SON OF

Nathaniel Bowditch, F. R. S.,

TRANSLATOR OF LAPLACE'S *MÉCANIQUE CÉLESTE*,

AND AUTHOR OF

*BOWDITCH'S PRACTICAL NAVIGATOR*,

Of late assumed by the United States Government as the guide for every  
American seaman and many others of the English-speaking  
race while sailing over the globe.



## PREFACE.

---

Several years ago the author began collecting valuable facts relative to the shipbuilding interests that had existed in his own family, thinking it well to put into some tangible form facts that in a few years would be otherwise unobtainable. While thus working for a possible future history or genealogy of his family he discovered much of value and interest to the public in general, and the descendants of all North River shipbuilders in particular. Eighteen months ago he conceived the idea of writing a history of the shipbuilding on North River, making it as complete as possible at this late day. Most of the work has been done out of business hours, and much of this time has been taken in his other duties as President of Ward XVI. Associated Charities of Boston, Director of the New England Hospital for Women and Children, and President of the Hanover Academy Alumni. In compiling this history he has been ably assisted by many sincere friends, and has employed expert clerks among the old Probate and Custom House records of many cities and towns. Acknowledgments of deep gratitude are due to numerous individuals who have assisted him by furnishing copies of records, old account books, bills and receipts, family records, diaries, etc. Were he to name all those to whom he is thus indebted he would include the descendants of many of the families whose ancestors, and in some cases they themselves, were versed in the art of shipbuilding, also the names of sea captains, librarians, merchants, selectmen, probate officers, etc., not leaving out the Hon. Henry B. Pierce, Secretary of State, who has a most systematic arrangement of the old records, manuscripts and maps in his keeping at the State House, nor Mr. John Tower, Editor of the North River "Pioneer," who has ably written many of the autobiographies. The author dare not flatter himself that the work is free from errors, but as a whole it is believed to be worthy of confidence, and where he has been unable to verify traditions and hearsay information bearing on this subject, by records or manuscript in some form, he has not stated such information as facts. Neither time, labor nor expense has

been spared to make the volume a valuable collection of facts. The name of North River is familiar to the older generations of seafaring men and especially to the older residents of Nantucket, New Bedford, Sag Harbor, Barnstable, Provincetown, Boston and the South Shore. Great Britain was a market for a large number of North River built vessels before the Revolution. Prior to 1800 North River was known the world over; vessels were not designated as having been built in Scituate, Marshfield, Hanover or Pembroke, but "on North River." The author has unearthed the records of over one thousand and twenty-five vessels built here, and the United States Flag was carried around the world, and among other places, to the following countries for the first time at the mast heads of North River built vessels: Great Britain, Canada, the Northwest coast, to the Black Sea and China. The largest number of vessels built on the River in a single year that the author has found the records of was thirty in 1801, and the year 1818 shows the next largest number, twenty-four. During the five years, from 1799 to 1804 inclusive, there were built here one hundred and fifteen vessels, an average of twenty-three each year. During the ten years, from 1794 to 1804 inclusive, there were one hundred and seventy-eight vessels built here, or an average of 17 each year. The largest number of vessels found bearing the same name were Betseys and Sallys, fourteen each; twelve Marys, eleven Pollys, and ten Neptunes. Times look a little brighter for the shipbuilders in general now; nine or more vessels are on the stocks at Bath, Me. Carrier has just launched a 1200-ton four-masted schooner at Newburyport; a similar vessel has recently been launched at New Haven, Conn., and six or more vessels are building at East Boston. North River may yet see another vessel, and perhaps many more built upon her banks. Several of the old shipbuilders affirm that in building small vessels there are no obstacles but what could easily be overcome, if the men had the courage. The copied manuscript of this volume has been deposited with the New England Historic Genealogical Society, Boston.

HANOVER, November 1, 1889.

L. V. B.

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### NORT RIFFER.

Shweet Shtream dot past mine Doochy flows,

More crooked dan ine Roman nose  
Or Grecian bend, from vare it rose  
To vare it falls, as I shuppose,  
Vile on de banks de brushwood grows  
To roost de blackbirds unt de crows,  
Dine praise I'll singen, e'er I close,

Nort Riffer.

My lyre is't tooned, so here she goes,

Nort Riffer.

Oh, how ve used, de little scamps,  
To shtart off on our fishin' tramps,  
Unt shtand, mit vater o'er our vamps,  
Fishin' for pogies—catchin' cramps.  
At home der fater shcolds unt shtamps,  
Mad as ine lion ven he ramps ;

Yet oft ve'd tread dine boggy damps,

Nort Riffer,

Until der sky had lit his lamps,

Nort Riffer.

Down at de Seine ve'd take our swim,

But oft ve'd shtand upon dine brim,

Shaking for dread in cfry limb

Of turtles huge unt bull-frogs grim,

Unt vater-shnakes so long and slim,

Unt horn-pouts fierce in fighting trim.

At last v'ed brave dine vaters dim,

Nort Riffer,

Unt o'er dine surface boldly skim,

Nort Riffer.

How o'er der rainbow ve would trip  
 Down to der launching of de ship,  
 Vile expectation shtood on tip  
 Unt silence passed from lip to lip,  
 Down vent de spur-shore mit ine zip,  
 Unt down de vays der craft would shlip,  
 Unt shlanting troo dine vaters skip,  
   Nort Riffer,  
 Till caught in Pembroke's muddy grip,  
   Nort Riffer.

Sometimes ve'd paddle down dine float,  
 Like Julie, in her famed gum boot,  
 Down to de ocean for to shoot  
 De pcep, de grey-back, unt de coot  
 Unt loon dat savors nicht so goot,  
 How ve would sing, unt yell, unt hoot,  
 As down dine reaches ve would scoot,  
   Nort Riffer,  
 Vile dine shores echoed our salute,  
   Nort Riffer.

Now ve haf grown to pe pig men,  
 Und vield de yardstick, birch unt pen,  
 Strifing to reach de Upper Ten,  
 Or mourning o'er vat might haf been.  
 Yet dough doze shports will ne'er again  
 Delight us as dey used to den,  
 Dein shtream flows past as fair as ven,  
   Nort Riffer,  
 Its charms first came mitin our ken,  
   Nort Riffer.

Ah! ven der vorlt grows colt unt blank,  
 Unt mine hand fails at efry yank  
 To turn de wheel of fortune's crank,  
 Or shift de tread in fate's dread hank,  
 I'll hie me to dine rooshes rank,  
 Unt build ine shanty mit some plank,  
 Unt, mit ine hearty Gott sei dank,  
   Nort Riffer,  
 I'll eat polonies on dine bank,  
   Nort Riffer.

CLARENCE L. HOWES.

### ABBREVIATIONS, &c.

It has been impossible to avoid the use of abbreviations. The following are some of the more frequent ones the reader will encounter in perusing the succeeding pages:—

<i>b.</i>	for born.	<i>M. B.</i>	for master builder.
<i>d.</i>	“ died.	<i>bk.</i>	“ bark.
<i>mar.</i>	“ married.	<i>bark't'n</i>	“ barkentine.
<i>bro.</i>	“ brother.	<i>bg.</i>	“ brig.
<i>dau.</i>	“ daughter.	<i>brig't'n</i>	“ brigantine.
<i>&amp; O.</i>	“ and others.	<i>Her. bg.</i>	“ hermaphrodite brig
<i>blt.</i>	“ built.	<i>sch.</i>	“ schooner.
<i>M. C.</i>	“ master carpenter.	<i>slp</i>	“ sloop.

---

Until 1628 the waters of the North River had probably never been disturbed by any navigator excepting the Indian in his canoe, and how we all would like to look back three hundred years and see the same beautiful river with the picturesque Indian and canoe, he disturbing the quiet waters with the silent dipping of his paddle. The first white people known to have navigated the river were the Barkers, about 1628. When they reached the “Crotch,” instead of following up the Indian Head they ascended the Herring Brook as far as it was navigable with their small boat, where they left the stream and settled in what is now Pembroke. The history of the river from about this time is contained in the following pages.

# NORTH RIVER.

## CHAPTER I.

---

### SOURCES OF NORTH RIVER AND THEIR TRIBUTARIES.—HISTORY OF THE INDUSTRIES LOCATED THEREON.

---

**W**HY the stream which has become so historic takes the name of North River, those who named it left no record, but probably it was either because that in going north from Plymouth they found two rivers, and named the southern, South River and the northern, North River; or else, during their explorations along the coast, when they discovered these two rivers, one flowing directly from the north, the other directly from the south, meeting a little way from the coast, and flowing into the ocean together as one stream, they named the one flowing from the north, North River, and the one flowing from the south, South River. Either would be sufficient reason for thus naming these rivers, and in absence of any record, one of these two theories may probably be accepted as correct. The sources of North River are the Indian Head and the Namassakeesett Rivers. For the benefit of those who would like to follow up these streams, I will locate them and their tributaries, and on them the mills, factories, forges, etc., giving as complete a history of each as it has been possible to gather from the material now in existence.

THE NAMASSAKEESET stream rises in Furnace Pond. Great Sandy Pond connects with Furnace, and Little Sandy Pond with Great Sandy; thus the Namassakeesett receives an unusually large amount of water at its very source. "On a recent visit to Furnace Pond in Pembroke, we endeavored to collect (for want of better information) some of the legends and traditions connected



with that now somewhat noted locality. There is positive proof that there was a blast furnace erected there as long ago as 1702, and leased or hired to a Mr. Lambart Despard for the purpose of casting all kinds of ironware." Hatchets were made here. One casting still in existence is the back of the fireplace now in the old Barker House in Pembroke. Plymouth Records say that Despard bought of Jeremiah Mementague (the Indian) twenty acres of land there in March, 1701-2, and contracted with Francis Barker, Robert Barker, Samuel Barker, Joshua Barker, Josiah Barker, Robert Barker, Jr., and Michael Wanton to have the furnace completed by September, 1702. Despard was to do the work and have one quarter of the furnace when done, and the others were to pay him £180. Despard was from Braintree. "In 1648, Mr. Timothy Hatherly, the principal founder and father of the town of Scituate, requested liberty of the colony to erect an iron mill. It was granted in 1650, on conditions that it be erected within three years, or the privilege and certain woodlands about Mattakeeset Pond (now Pembroke) were to revert to the colony. It did not however take place at that period, but 'a smelting furnace was erected on the precise grant, by Mark Despard and the family of Barker about 1702.'"

"The following are the Articles of agreement made and confirmed between Joseph Bates, of Scituate, in ye County of Plimouth in New England, of ye one Party, and Joshua Barker of Duxbury in ye County aforeSd of ye other party, witnesseth that ye said Bates doth at ye day of ye date of these presents firmly bind himself to make ye bricks for, and set up a Stack of chimnies; that is to say: two good Convenient Chimnies from ye ground and a Chamber Chimnie, and to Stone a secler of thirty and one foot one way, and eighteen foot ye other, and to point ye same within side and without so far as ye wall shall be above ground, with lime, and all-so to make a Convenient place by ye Jam of ye Chimnie, and Stone and Point ye same for Stairs to pass up into ye house, and both plaster and whitewash ye Lower Room Chamber Lean-bow Chamber, and one room of ye Lean-bow Below of a honse of Twenty-four foot long, and Twenty foot wide, and a Lean-bow of Twelve foot wide, and Thirty foot long, and ald-so to plaster all ye Outside of ye Chimnie and Oven with Lime, and is to find all Carting, Labor, and Stufe for ye finishing of ye Same; all which work is to be done substancially and workman Like, at or before ye first day of December, in ye year one thousand seven hundred and three, for Said Barker, and for consideration of Said work ye Said Barker doth firmly bignde himself to asign and make over unto ye Sd Bates all that twelve Pounds money or money's value and teen shillings which will be due to him from Mr. Lambert Despard, for Rent or hire of his Eighth Part of furnace,

from September in ye year 1702, to September in ye year 1703, and all-so all that Twelve Pounds, and teen shillings which was Lent or hired unto ye Sd Despard in order to furnish him with a Stook (Stock) which will be due in September in ye year 1703. and all-so to pay or Cause to be Paid unto the Sd Bates, the sum of five Pounds Money at or before ye first day of September next ensowing, in witness whereoff we have here-unto Sect our hands, dated \* \* \* the first, 1702-3. Signed sealed and delivered in the Presents of

ISAAC BARKER,  
FRANCIS BARKER,  
JOSEPH BATES,  
JOSHUA BARRER."

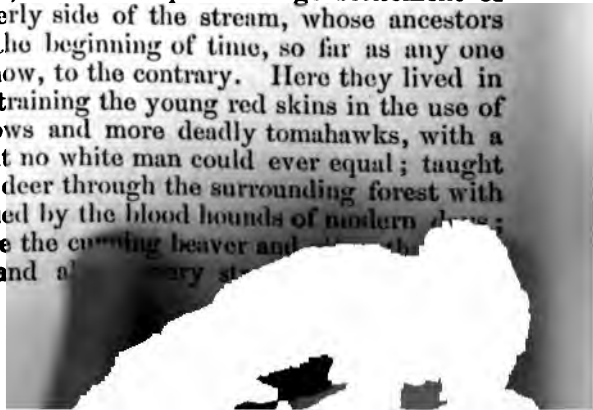
The material for the iron business was fished up from the bottom of the pond and from numerous "bogs" in the immediate vicinity, where bog-ore abounds at the present day. The furnace was situated perhaps ten rods from the pond on the banks of the stream now known as the Herring brook, which, after meandering through miles of tangled forests and pleasant meadows, forms one of the chief tributaries of North river. As to the location of the furnace there can be no doubt, as the large quantities of slag or cinder that covers the ground amply testifies. Even the mud-sill, that formed the foundation of the flume, is plainly discernible, and the surrounding ground is filled with charcoal dust, which gives the ground the appearance of black lead. About two rods above the site of the furnace the stream was tapped and formed what is now known as the Furnace ditch, in which was the flume and water wheel that was necessary to drive the blast bellows. The original stream runs on the south side of the former structure, and though plainly to be seen now, is partially filled with the accumulation of decayed vegetation that has been gathering for many generations. It is the natural outlet of Oldham pond of 154 acres; Big Sandy, 110 acres; Little Sandy which formerly connected with it, 49 acres; and No Bottom pond of 11 acres, together flowing into Furnace pond of 112 1-4 acres, make a total of 437 acres of water.

On the hillside, a few rods below the old furnace, on the northeast side of the stream, is an old cellar, probably the one mentioned in an issue of the *Pioneer* as being built by contract by Joseph Bates, of Scituate, in 1703. A cedar tree covered with lichen and moss of a century's growth, stands on its brink, a curiosity seldom seen in this part of the country, and it forms one of the principal attractions in this beautiful locality. In an

interview with a very intelligent old gentleman, who had lived in that immediate vicinity for over 80 years, we learned the fact that the *first cannon that were ever cast in this country* were cast at this place, and he also informed us that when he was a child, he remembered hearing an old lady by the name of Berse (who had seen her hundredth year), say, that her parents took her up to the old furnace to see them cast pots and kettles when she was a mere child, but the furnace was gone long before he could remember.

About one-fourth of a mile below the old furnace is another mill privilege, and on the dam is now standing the remains of a saw mill. The first mill at this place was built by Mr. Nathaniel Ford 60 or 70 years ago. Mr. Ford was a cabinet maker by trade, and also had a grist mill on the same dam in connection with his other business. Mr. Ford appears to have been a very independent sort of a man, and flowed the whole surrounding territory regardless of the reputed rights of others, which caused his arrest by a Mr. Isaac Barker, who claimed the submerged land. The case was carried to the Plymouth courts, but was thrown out, as Mr. Barker could produce no title to the property. After a time we find it in possession of Mr. John Gorham and Jarius Howland, who utilized it as a box manufactory, and soon after it was burned down. Mr. Simeon Chandler next came into possession of the privilege and moved a building on the old site, which he fitted up for a mill, the same which is now standing in a ruined condition. It is pretty generally understood now that a large portion of this territory has no legal claimants, and it is almost a wonder that the town doesn't take the matter in hand and secure it for a park before it is stripped of the last remnant of its beauty.

On or before the time of the incorporation of Pembroke (according to tradition) there was quite a large settlement of Indians on the northerly side of the stream, whose ancestors had lived here from the beginning of time, so far as any one knows, or ever can know, to the contrary. Here they lived in peace and happiness, training the young red skins in the use of the sharp pointed arrows and more deadly tomahawks, with a skill and precision that no white man could ever equal; taught them to track the red deer through the surrounding forest with an instinct only equalled by the blood hounds of modern days; taught them to ensnare the cunning beaver and other animals once so plentiful in and about the stream.



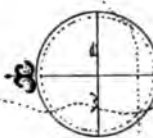
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MAP OF PEMBROKE. A.D. 1704.  
INCLUDING MAYSON TERRITORY.

The map shows the town of Pembroke, A.D. 1704, including Mayson Territory. The town is located on the River of Pembroke, which flows from the north to the south. The town is surrounded by fields and is divided into several sections. The map includes a compass rose in the upper right corner, indicating North. The map is oriented with North at the top.

Key features on the map include:

- Town of Pembroke:** The central area, divided into sections labeled "Pembroke" and "Mayson Territory".
- River of Pembroke:** The main waterway, flowing from the north to the south.
- Fields:** Labeled "Fields" and "Mayson Territory", surrounding the town.
- Compass Rose:** Located in the upper right corner, showing North.
- Other Labels:** "Pembroke", "Mayson Territory", "Fields", "River of Pembroke", "North", "South", "East", "West".



whose furs protected them from the piercing cold through the inclement season; instructed them in the manufacture of fishing lines and hooks to entice the shining bass and slippery eel from their native element, and to cure them by drying in their smoky wigwams. Here they passed their simple lives in peace, watching in the earliest opening of spring, for the myriads of herring that forced their way past them to the ponds above; idled away the long, pleasant summer in their youthful and innocent sports, which is usual to the young of all races; listened to the mournful jabbering of the large flocks of wild geese with joyful glee, as they winged their way in the Indian summer to their southern haunts; feasted on the roasted ear of corn that a kind Providence had placed at their disposal; and thanked the Great Spirit for His kindness to His red children, who had kept and watched over them from time immemorial. Such was the condition of the red man before the coming of the pale face with a musket in one hand and a jug of fire water in the other, who with a smooth tongue and winning ways defrauded the poor savage of his land, stupified his senses with rum, dishonored his women and daughters, brought strange disorders among them which had hitherto been unknown, and caused their speedy decay.

A stream enters the Namassakeeset at a point further down, flowing from the southeast, and rising in Marshfield. On this stream have been erected several mills.

According to Barber in his Historical Collections published in 1839:

"In 1837, there was in Pembroke, Mass.,—1 cotton mill, 1 cupola furnace, 2 tack factories, and 2 shingle mills." "Number of vessels built, 8; tonnage of the same, 1000; value of the same \$40,000; hands employed, 8." Pop. 1258. Distance, 12 miles from Plymouth, 9 from Scituate harbor and 27 from Boston."

Isaac Hatch commenced the manufacture of satinets here in 1813. In 1834 or 35 he made shoe-boxes, and from the time of his death in 1850 until 1859 his sons carried on the business. The latter year they built a steam mill where they manufactured a million feet of boards in boxes annually. The same year (1859) the water mill was burned and a new one erected where they made water-pails and covered buckets. This was soon given up, and the manufacture of mackerel kits begun, and until 1870, from 1500 to 2000 were made weekly.

Calvin Shepherd commenced the manufacture of boxes at the old Shepherd cotton mill about the same time that Isaac Hatch began. His son-in-law, James H. West, now successfully carries on the business there. Nathan T. Shepherd, Lemuel Lefurgey and John Foster are also engaged in the business. Still farther down, the Namassakeeset receives another tributary from the southwest. Between the Namassakeeset and the Indian Head is the great swamp spoken of by Winthrop in his Journal. A very good account of Namassakeeset River, or Barker's, or Herring River, as it is sometimes called, has been written by Dr. Francis Collamore in his history of Pembroke, published in Hurd's history of Plymouth Co.

We are now back to the CROUCH, formed by the junction of the Indian Head and Namassakeeset Rivers. At this point North River begins its winding, snake-like course, through hill and vale, flowing over twenty miles to reach the ocean, ten miles distant. It is a truly beautiful stream and associated with many historical events of our country, which fame has been won for it by the ships built on its banks and which it safely bore to the ocean, from whence they gave renown to their builders and to the river on which they were built. We will now begin the ascent of INDIAN HEAD RIVER. A few "reaches" up we come to CHAPMAN'S LANDING on the north bank, and just below an old fording place. This has been a favorite bathing place for the boys from time immemorial, until the filth, or refuse from the rubber mill made it unpleasant to bathe there. Here the boys assembled after school and on Saturdays, coming by the deeply worn old Indian path across the Indian fields that border on the marsh-lands by the river,\* stopping only to eat the luscious high-bush blue-berry that grows in abundance in these fields. They commenced to disrobe before the river was in sight, and when the bank was reached were nearly ready to jump in. Diving from the opposite bank was a favorite pastime, and the author can recall many a time diving for fresh-water clams and cooking them on stones heated by a fire built on the bank, and *trying* to eat them. Digging and cooking them was fun, eating them was not.

A little farther up, the Indian Head receives, as a tributary, the IRON MINE BROOK, also called TROUT BROOK, or BARSTOW'S BROOK. It rises in Randall's Swamp, north of Hanover

\* This path also leads across the Indian fields back of the residence of John Tower.

St., and there are still remains on its banks of the old dams built by the beavers. It flows south across Hanover and Rockland Sts. (or "Hanover's Folly" as old Capt. John Cushing named it), Broadway, through the land of the late Col. John B. Barstow, across Elm St., and thence through the lands of Michael Christie and Reuben Donnell into the Indian Head.

Next up on the Indian Head we come to the historic LUDDAM'S FORD, at the bridge which connects Hanover with Pembroke below the dam of Clapp's Rubber Mill. The stream here first became famous as the fording place of Gov. Winthrop and party in 1632.

Gov. John Winthrop, in his diary under date of Sept. 1632, says ;

"About five in the morning the Governor, [Winthrop] and his company came out of Plimouth. The governor of Plimouth [Bradford] with the Pastor and Elder &c , bringing them nearly one-half mile out of town in the dark. Lieut. Holmes with two others and the Governor's mare came along with them to the great swamp, about ten miles, when they came to the great river, [now called North River,] they were carried over by one Luddam, their guide, as they had been when they came, the stream being very strong and up to their crotch, so the Governor called that passage Luddam's Ford."

No other name has ever been given to this locality, and no more appropriate name could be given. Luddam, the guide, is probably the same Luddam that we find later in Weymouth. What appears now to be but an insignificant stream at this place, is a part of the river that was of the utmost importance to the first settlers of the colony. This and North River furnished large supplies of food, abounding in fish of many kinds ; shad, alewives or herring, smelts, bass, white and red perch, pickerel, shiners, the ugly horn-pout, and Deane says, salmon among the other varieties. The alewives and shad ascend the different herring brooks and the main stream now to some extent, and are taken in fairly large quantities ; but each year they come in diminished numbers. The dams prevent their ascending to their old spawning grounds, and the refuse of the mills, especially the rubber mill, so impregnates the waters and fills up the smaller streams, that they cannot and will not go up, and without some decided steps are soon taken, all fish will become as much strangers to the river as the bass and salmon have already. Fish, tradition tells us, was one of the main supplies



of food for the hardy men and women that made their habitations on the pleasant banks of North River. A few years ago the river was stocked with several millions of Oregon salmon, but they have all disappeared. For over twenty years there was no mechanical business carried on in the colony. The first settlers followed the example of the Indians,—lived on game and fish, and cleared small tracts of land which they planted with corn, beans, etc. They next built vessels to trade with. In early days most of the vessels were engaged in the coasting trade; the different colonies established trading houses along the coast, and they traded with the Indians and in turn with the trading vessels that touched along their shores.

Winthrop writes, in 1634 :

“Our neighbors of Plymouth had oft traded with the Dutch at Hudson’s River, called by them New Netherlands.”

He adds :

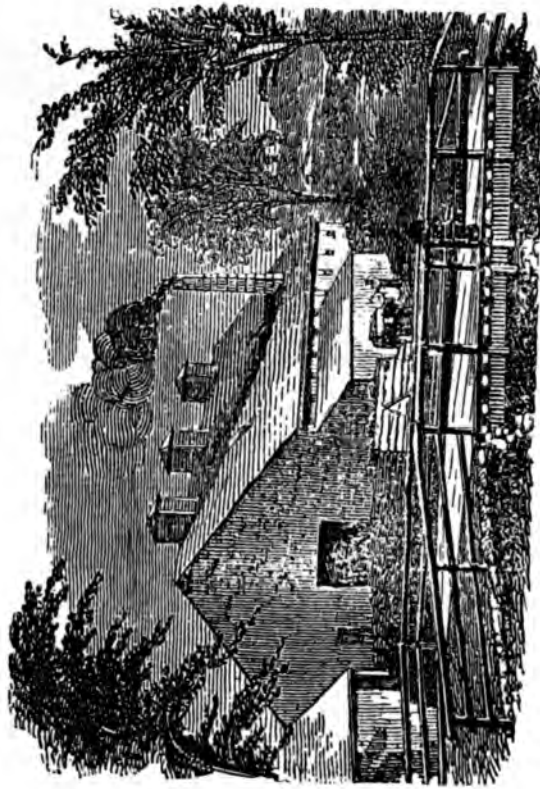
“We had from them about 40 sheep and beaver, and brass pieces and sugar, etc., for sack, strong waters, linen cloth, and other commodities. They have a great trade of beaver there, about 9,000 or 10,000 beaver skins in a year.”\*

There were many beavers in Plymouth County when the settlers first came, and many of the small streams, tributaries of North River, have to-day dams and remnants of dams originally built by these cunning and intelligent creatures. Manufacturing soon followed the ship-building art, and in 1704 a dam was built just above Luddam’s Ford by THOMAS BARDIN (or Burden, or Bardwin, as we find it spelled in different places), who, with his brother Isaac, lived on Broadway in the house which was occupied by the late David Hersey, and which is still standing, and now occupied by his daughter, Mrs. Jennie Reed. Deane says they were sons of Abraham Bardin of Scituate. In 1704 Thomas Bardin also erected an anchor forge and supplied the increasing demand for anchors for the vessels built on the ship-yards below; also the iron knees then used to some extent. That Thomas Bardwin, probably son of the above Thomas, succeeded to the business, we have good reason to believe, as in the *Boston Evening Post* of Feb. 14, 1774, we find that there died

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\* Winthrop’s History of New England, I, 138.





CURTIS ANCHOR FORCE.

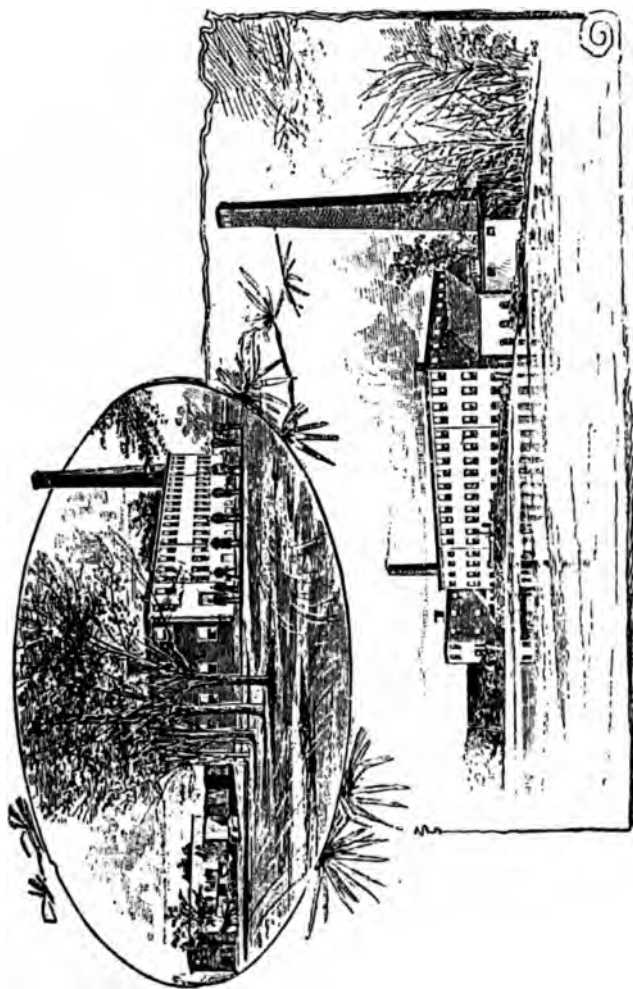
Formerly located on the Indian Head River, just above Luddam's Ford.

"At Hanover, Capt. Thomas Bardwin, aged 86. He was born near Haverford-West, in South Wales, came over in 1716, and *was the first that made bar iron in New England.*"

The first bridge at this point was probably built about this time. In 1730 the records of the town speak of this forge or iron foundry as the "old iron works." Before 1740 we find these iron works in the possession of the Josselyns, who had so much trouble with the town in regard to their dam, which prevented the herring from ascending the river to their spawning grounds. There were two brothers, Capt. Joseph (also a deacon) who gave a bell to the Centre Church, and who was a man of great enterprise, and Deacon Thomas, who gave two silver communion cups to the First Church, and who was a selectman at one time. They were succeeded by Seth, Philip, Isaac, and John R. Josselyn, Lemuel Dwelley, Benj. Studley, and Lemuel Curtis. In 1790 Lemuel Curtis, who lived where Solomon Russell now resides, sold one-quarter of the forge, etc., to his sons Reuben and Consider Curtis; Philip and Isaac Josselyn had sold out previously. Reuben Curtis and the others continued making anchors and doing the iron work on the vessels built below, and the business increased until they had more than they could attend to. Mr. Curtis was also a large owner in some of the vessels, and was town clerk and representative to the General Court. He resided on Elm Street, near his forge, where Reuben Donnell now lives. In 1791 Benjamin Studley and John R. Josselyn sold out to Lemuel Curtis. Seth Josselyn disposed of his interest in 1803. In 1831 Reuben Curtis sold his fourth to George Curtis, the only son of Consider, and in 1839 Lemuel Dwelley sold his half to George Curtis, which, with the other interests he bought or inherited from his father, left him in sole possession of the works. The first works erected by the Curtis family were burned in 1848, as was also a corn mill which was built in 1832. George Curtis lived where Edward Sweeney now resides, on Elm Street, near Curtis' Crossing, and a cut of the house and also the forge is in Barry's History of Hanover. He died Feb. 16, 1875. Mr. Curtis employed about sixteen hands, and made two hundred and fifty tons of anchors per year, ranging in weight from one thousand to ten thousand pounds each. During the war of the rebellion, Mr. Curtis accumulated a great deal of money making anchors for the United States government; many anchors were also made at this forge in the early part of this century for the government some weighing five tons. The

anchors for the grand old war ship *Constitution* were forged here. For over one hundred and fifty years the "loud din of the descending hammer could be heard here daily," but now the forge, which was sold and occupied as a rubber mill, is replaced by a large modern structure far less picturesque.

In November, 1873, Eugene H. Clapp bought the old forge property of George Curtis. At that time he was in company with his cousin, Fred. W. Clapp, which partnership continued until Jan. 1st, 1880, when it was terminated by the death of Fred. W. Clapp. Since 1880 Eugene H. Clapp has been sole proprietor. They found the old buildings in the condition in which Mr. Curtis left them, and fitted them up as cheaply as possible, as at that time they were not in a very prosperous financial condition. The old flumes were carried away by a freshet within a few days after the property was bought, and the Clapps were forced to build entirely new flumes, and put in a new water-wheel. They started at first with two grinding machines which, in the process of time, have been increased in number, until to-day they have twelve. They at first only put in a floor upon which to work over one end of the mill, but business so increased as to necessitate three floors in 1881. In 1879 they put in a small seventy-five horse-power steam engine at the west end of the factory, and some additional rubber grinders, so they could run by steam when the water supply was short. In 1880, after E. H. Clapp had acquired all the property, he put in another and larger steam engine at the other end of the mill, a three hundred horse-power Corliss, which has been running from that time until the present. In September, 1881, the factory building proper was entirely destroyed by fire; also the roof of the boiler house on the east end of the mill. Mr. Clapp immediately built a much larger mill, and started it up in less than four weeks from the time of the fire, and since that time has been constantly adding to the property. In 1885 he added still another engine at the west end of the mill, replacing the old seventy-five horse-power engine with a new Brown steam engine, with two hundred horse-power capacity. In 1886 he built a new factory on the Pembroke side of the river, and in 1888 doubled the capacity by a new addition. In 1889-1890 he proposes to put in a new water-wheel and other machinery, all of which would have been added in 1888 but for the extraordinary height of water all the season.



CLAPP'S RUBBER MILLS.



When Messrs. E. H. and F. W. Clapp first occupied the mill in 1873 they employed only three men, but now they often have as many as one hundred, and seldom less than seventy-five employed. They have an electric plant connected with their mill and when business is rushing, work at night by electric lights. The business, which was started with a grinding capacity of one thousand pounds per day as their maximum in 1873, has increased so that Mr. Clapp is to-day able to grind forty times as much, or twenty tons daily,—and is handling several thousand tons yearly, whereas in 1873 he only handled about one hundred and fifty tons. It certainly is a great business grown from a small industry, and where it will end is hard to say,—but, judging from the past, it bids fair to rival any industry on the South Shore.

Usually, mills and factories, while they enrich the towns, do not tend to the peace and comfort of the inhabitants, as they often bring in a class of foreigners who strike, carouse, and make it disagreeable for peaceful residents. It is not so, however in Hanover. From the times of early ship building until the present, men's sons resident in and about the town have been employed, seemingly like one large family, and those which Mr. Clapp has been obliged to import, have, with few exceptions, become good citizens, and many thanks are due him for his careful selections. It is to be hoped it may continue so. Mr. Clapp's actual pay-roll amounts to between forty and fifty thousand dollars yearly and the product of the mill in the neighborhood of four hundred thousand dollars yearly. He has now complete accommodation for handling and utilizing all kinds of rubber material according to the latest and best known processes, both mechanical and chemical, is doing two or three times as much work as any of his competitors, and is handling more than one half of this business in the United States.

On the Pembroke side of the stream, opposite the "Old Forge," stands an old saw mill now used as a chemical shop or laboratory for the rubber mill, having been altered and enlarged. This mill was owned by George Curtis and Haviland Torrey, who was a Capt. of the Second Regiment, First Brigade, Fifth Division, Pembroke, Militia. He was the father of Benj. B. and Herbert Torrey of Hanover, and lived in Pembroke on the hill just above the mill. He died Aug. 26, 1865, aged 74 years.

Near this mill stood an old carding-mill, first built by Jesse



Reed at a spot further up stream and moved from thence to its last location. This mill was leased from 1836 to 1838 by Edward Y. Perry, Esq., for a tack factory when it was located up stream (see Waterman's and Phillips's factories).

We will now leave the "Old Forge," or the modern Rubber Mill and follow up the beautiful Indian Head River as it flows over its shallow course beside the railroad and the delightful drive known as PROJECT DALE. About half way through the Dale we come to a dam and a tack-factory now owned and occupied by the firm of L. C. Waterman & Sons. This privilege dates back to about 1700. Between then and 1737 there was a fulling-mill on this spot occupied by James Torrey, who had bought fifty-two acres of land of Wm. Clift. As early as 1737 the locality was known as Project Dale and during the same year the mill privilege was sold to Thomas Josselyn and known as "Josselyn's Corn Mill." A lane led to it from the terminus of Spring St. on Broadway, which was known as Mill Lane, and is now grown up with bushes.

After Mr. Josselyn's death the mill was sold to Capt. Joseph Stetson\* who lived for a time on Water St. opposite the tack works, where Theodore C. Dyer now resides. He was a soldier during the French war and a mariner for many years. At his decease the privilege was sold to Lemuel Curtis, who gave it to his son, Nathaniel, who sold it to either Elihu or Aaron Hobart. About this time, or a little later, the dam was raised four or five feet, which is said to have destroyed the privilege at the "old dam" above, built by Col. Jesse Reed, and sold by him to Elihu Hobart, Sept. 14, 1816.

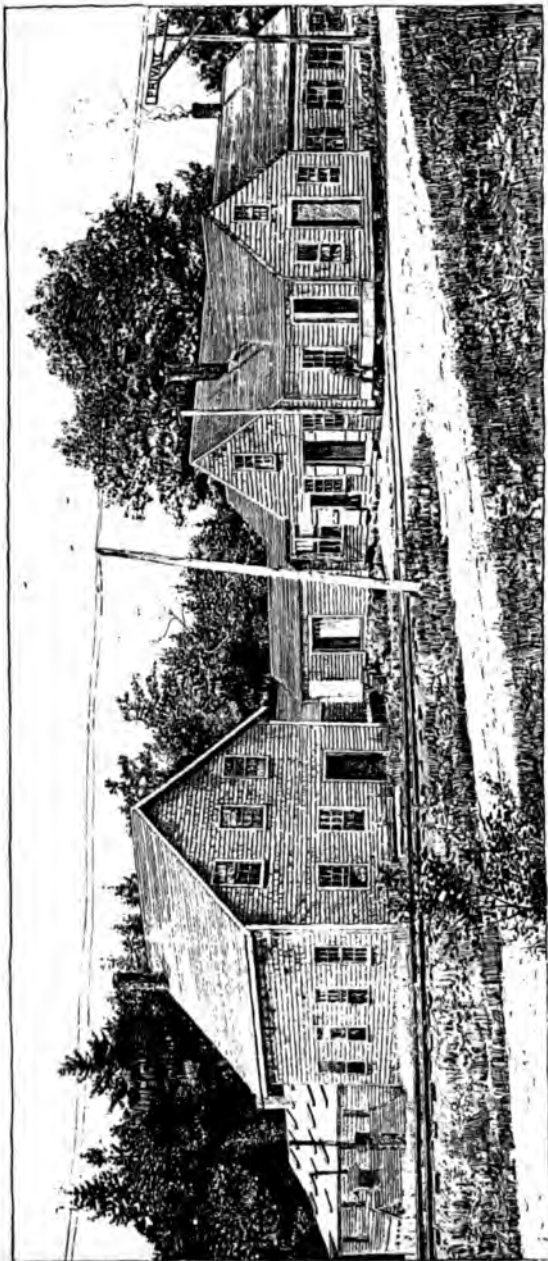
Between the years 1829 and 1839, Charles Dyer owned and managed the business, which was that of making tacks for Mr. Hobart. About this time he formed a partnership with E. Y. Perry, Esq., which continued until 1850, when Mr. Perry took sole charge of the works, which he carried on until he went in 1853 to the old Barstow works, now Phillip's factory. Mr. Perry employed at this factory sixteen hands and manufactured 300 lbs. of shoe nails per day and about 800,000 tacks. He used about three tons of copper, twenty-five tons of zinc, and seventy-five tons of iron per year.

The location of these works is very picturesque, being on

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\* A descendant of Cornet Robert through Joseph and Samuel.





WATERMANS' TACK WORKS.

Project Dale.

the edge of a placid pond, which during the summer sunsets is a perfect mirror. It is surrounded by hills, thickly grown with foliage, and has a beautiful fall of water over the dam most of the year. There was formerly a bridge over the Indian Head at this point but it disappeared many years ago. Old residents now remember when wool was taken here to be carded. In 1860 L. C. Waterman & Co. leased a part of the old factory with power of Geo. Curtis, into whose possession it had fallen. The original firm was composed of five partners:—Lemuel Cushing Waterman, Josiah M. Smith, George P. Clapp, William J. Kender, and William P. Winslow, all practical tack-makers. Twelve machines were put in at first with a capacity of fifty or sixty tons per year, the full force of persons employed being eight to ten. Mr. Waterman subsequently bought out the interests of his partners and took into the firm his son Rodolph Cushing, and later, his son Irencus Lloyd, and the style changed to L. C. Waterman & Sons. In 1870 the firm purchased the entire factory property and power of George Curtis, since which time extensive improvements have been made and new buildings and machinery added as the business increased. In 1875 L. C. Waterman retired from active connection with the business, devoting his time to the care of the Geo. Curtis estate, of which he was trustee. He was born in So. Scituate, July 14, 1814, educated at Hanover Academy, and began life in a wholesale dry-goods store in Boston. Here he remained two years, when he returned to his native town and taught school. At twenty-five he married Elizabeth B. Gooding, daughter of Henry Gooding of Boston. Soon after he was employed in the tack-factory of Sam. Salmond at Tiffany, being superintendent at one time. With Mr. Salmond's death his connection with these works ceased and he commenced business at Project Dale. He died March 11, 1889, leaving the business to his three sons. The number of machines now operated here is thirty-four and the capacity of the factory about 250 tons per year. The full force of male and female help employed is twenty-five. The line of goods manufactured has always been of the finest quality and adapted to the uses of the furniture and upholstery trade, also tacks for carpet laying and for car and carriage work.

In February, 1886, an uncommonly heavy fall of rain caused a flood along this valley; at Barstow's anchor works on King St. and at E. Phillips & Sons' tack-factory at South Hanover

the dams were nearly destroyed. At Project Dale the water poured into the factory and the under-pinning and dam were partially carried away. All the factories and mills suffered great damage, bridges were washed away, trains were stopped, and at Salmond's tack works on the Third Herring Brook, a good part of a large hill, side of the dam, was washed away. Another heavy freshet occurred in November, 1888, but little damage was done.

The second tributary to the Indian Head of any account is ROCKY RUN BROOK, which flows into the stream about one hundred rods below E. Philips & Sons' tack-works. It rises in the western part of Pembroke about half a mile north of Oldham Pond, and flows in a north-westerly direction past the residence of James H. Dwelley. In the centre of the pond, which Mr. Dwelley has made near his house by damming this brook, is an old site of a mill, built early in 1700 and owned and run, *tradition* says, by Dea. Isaac Buck. Here he manufactured wooden ware, consisting of bowls, trays, skimmers, (one of which is preserved in Hanover, as is some of his other work), plates of a curious pattern, and other useful articles. Mr. Buck was a Hanover man, and lived in South Hanover on the old road which was laid out from Scituate and which connected with the road from Cricket Hole to Indian Head Pond. He was a near neighbor of Benj. Sylvester, whose daughter Abigail he married in 1737. In 1728 he signed the Church Covenant. In 1731 he was chosen on the jury, and July 31, 1733, was chosen Deacon of the First Church. He is supposed to have been a son of Lieut. Isaac Buck of Scituate, as there is an Isaac recorded among the baptisms of that town.

Col. Jesse Reed, after disposing of his first privilege in Hanover, moved to one near Rocky Run, where he erected works, and conveyed water to his wheel through a trough one-third of a mile long; but the difficulties were such that he finally sold out and removed to Marshfield.

The next privilege on the Indian Head above Waterman's is what is now known as the "*old dam*." This privilege was purchased by Mr. Enos Bates, who contemplated building a dam and grist-mill, but before he carried out his plans he sold it to Col. Jesse Reed, who built the dam and erected a grist-mill, nail factory, and machine shop. An old, unfinished mill-stone was recently found by Calvin T. Phillips who now owns the

property. A road, which was probably the first in the colony, crossed the river about thirty rods below this dam, and was used by the settlers for nearly one hundred years to get to their possessions at the Indian Head Ponds. The piers of the old bridge are now occasionally seen when the water is low. Mr. Hira Bates, who, with his wife, lives with their son, Hira W. Bates, at South Hanover, both at the advanced age of ninety-three years, but in possession of good health and all their faculties, remembers when there was a foot-bridge at this spot. Hira Bates, and his wife Lucy, were born on the same day and hour, and have been married sixty-four years.

Col. Jesse Reed was one of the most intelligent and noted men we ever had in town. He was inventor of the tack machine, and his Reed's machine is used to-day with scarcely any improvements. He was also the author of some twenty or more other inventions, among them patterns of pumps, cotton gins, tree-nail machines, etc. A full account of Colonel Reed and his inventions can be found in Barry's History of Hanover, pages 141 and 363, and it is well worth reading. The factory that he built on the Bates privilege was moved to Project Dale and used by E. Y. Perry, Esq.

A short distance farther up the stream is the manufactory of E. Phillips & Sons. In 1720 the town granted two acres of land on the Indian Head River, between Pine Hill and Rocky Run Brook, to Capt. Joseph Barstow and Benjamin Stetson, "for the accommodation of a forge and finery." A bridge was built across the river this year and Barstow and Stetson erected a forge which was known as BARSTOW'S FORGE. Capt. Joseph Barstow was also interested in a grist mill, a sloop, and was a large land-holder. He died July 25, 1728, leaving property appraised at over thirty thousand dollars. His youngest son, Joshua, inherited his interest in the forge. Joshua was then eight years old, but as soon as he reached a more mature age, he improved the business left by his father and continued in it until his decease, being drowned at the eastward, Oct. 3, 1763, aged forty-four. His son Joshua, then fourteen years old, succeeded him, and was soon conducting the forge, which business he continued until his removal to Exeter, N. H. about 1795. During the Revolution Mr. Barstow is said to have done quite a business in the manufacture of cannon balls. He melted the iron at an ordinary forge fire and moulded them in the bottom of his forge. In 1795 the property was sold to Robert

Salmond and others. Benj. Stetson was probably out of the firm previous to 1755, though his son Benj., a blacksmith by trade, may have succeeded him. For about thirty years Mr. Salmond was engaged in the iron business at this forge. For twenty-eight years Nathaniel Cushing was interested with him and also Chas. Josselyn for a much shorter time, who was also engaged in business on King St.

Robert Salmond and others were in 1813,

"Making some large Anchors for the Frigate that is building at Charlestown."

His sons were building or had built a ship at Bangor, Me., and it was lying idle until the war was over. In writing to his sons, Mr. Salmond says :

"If the war continues five years longer the ship will not be worth but little more than the iron that is in her."

What became of this vessel is not known, but in October, 1814, the sons Robert and Samuel wrote :

"We are still in darkness respecting the fate of the vessel, but it is highly probable she will be burnt where she is standing, by the British, if not ransomed in the sum of \$2000.00; if burnt, the town will be liable, but if the town is burned too, of course their liability will not be worth much."

Robert Salmond died May 5, 1829, aged eighty. During the last few years of his life Thomas Hobart of Abington was a part owner in the forge, there being also on the premises at that time a tack-factory and corn mill. About 1825 Messrs. Hobart and Salmond had a contract from the United States Government for the manufacture of anchors for the Navy, and several were made for the old seventy-four gun ships, probably of the largest size ever forged. In 1828 Mr. Salmond disposed of his interest to Mr. Hobart and Mr. Hobart took into the firm John Sylvester, who had been employed in the forge since 1825. Previous to that time he was a tack-maker, and also had been in the "Old Mill Dam Iron Works" at Boston and Watertown. Joseph Sylvester was foreman. John Sylvester managed the works very successfully. About one hundred tons of bar iron were made per year, one hundred tons of anchors, and twelve to fourteen tack machines were run and several built yearly. In 1830 they commenced the manufacture of loco-

tive cranks and it is claimed that they were the originators of this industry.\*

In 1837 the partnership terminated and Mr. Sylvester formed the *Hanover Forge Company*, which continued until 1853, when he sold out and removed to Belmont, Mass., where he resided until his death, March 18, 1882, in his eighty-fourth year. Until 1858 he was one of the firm of John Taggard & Co., Iron, Boston. That year he purchased the Danvers Iron Works at Danversport, and in 1864, the Spike Works at Somerville, which interest he held at his death.

In 1853 Ezra Phillips, E. Y. Perry, and Martin W. Stetson formed a partnership under the firm name of E. Y. Perry & Co., for the purpose of carrying on the tack business, Mr. Perry moving his machines from Project Dale, and Mr. Phillips his from the old Thomas privilege. Mr. Perry had previously purchased the above forge, lately occupied by John Sylvester, and known as Sylvester's Forge, at South Hanover for \$3100. The financial panic of 1856-57 soon overtaking them, Mr. Stetson became discouraged and withdrew. Messrs. Perry & Phillips continued in business together until 1874. Their business relations were of the pleasantest kind. They always honored and spoke well of each other. They each had remarkable talents in different directions and what was lacking in one was found in the other. Under such strong-minded and practical men the business increased rapidly and they were very successful. Mr. Perry's experience at Project Dale, and Mr. Phillips's at So. Abington, under Jas. Soule, and at Mr. Hobart's factory in Hanson, did not come amiss. In 1874 Mr. Perry's outside interests had become quite large and demanded so much of his time that he felt obliged to withdraw, thus leaving a vacancy valuable to whomever was decided upon to fill it. Mr. Phillips wisely took in his two sons, Calvin T. and Morrill A., under the firm name of E. Phillips & Sons, which name still continues. A fairly good account of Mr. Perry and of Mr. Phillips can be found in Hurd's History of Plymouth County, 1884. To Mr. Perry's energy and push, to his strong will and business ability, is due the fact that Hanover is to-day so far ahead of its surrounding towns (only excepting Rockland).

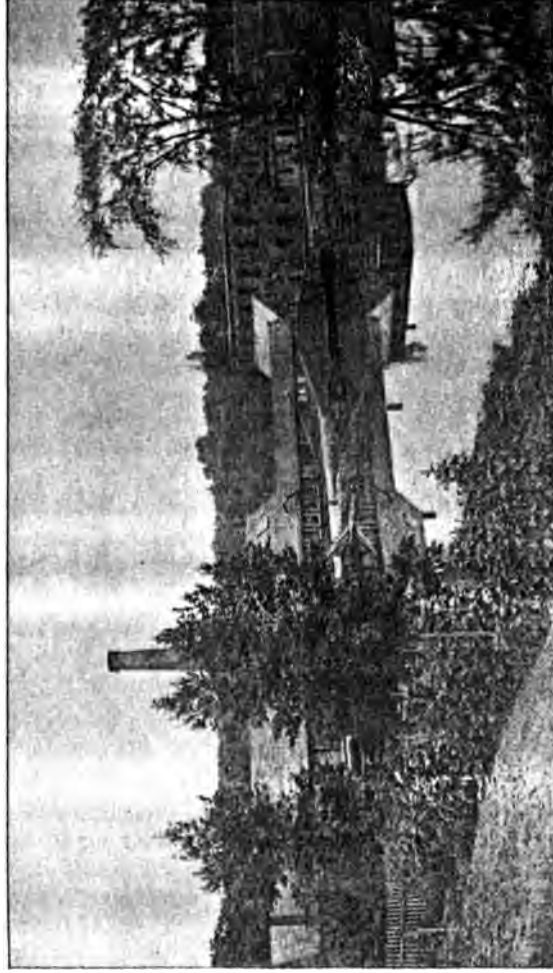
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\* "Hanover is a manufacturing place, manufacturing bar iron, iron castings, anchors, plows, vessels, tacks, leather boots and shoes and woolen cloth annually to the amount of \$75,000," says Haywood in his New England Gazetteer in 1839.



It is he who has built up many of our industries, especially the lumber and mill industry; and real estate, that would often have been sacrificed, found in him a ready purchaser. He was mainly instrumental in bringing the Hanover Branch Railway into existence. It was he who conducted it on such a strict and successful basis, that it was the only road, probably, in the United States without bonds and with virtually no debt at the time of its purchase by the Old Colony in 1887. At this time Mr. Perry again felt the press of business and was glad to withdraw from the Presidency of the Hanover Branch Railway, and when the Old Colony R. R. signified a wish to buy it he was strongly in favor of selling out to them at par, which price they paid. He did not forget to speak a good word for the employees and recommend that they all be retained, which was done. Mr. Perry was born in Pembroke, now Hanson, Mass., Nov. 4, 1812, married Mary B., daughter of David and Deborah B. Oldham of Pembroke, Mass., July 8, 1834, and now resides in South Hanover, Mass. They had but one child which died in infancy. Mr. Perry still continues in business, his mind being as clear and active as ever. He has recently passed through a severe illness, but his strong constitution, which he inherited and has kept perfect by his regular habits, came to his rescue, and he is now about as of old, quite himself again. His grandfather died in his ninety-third year and his grandmother lived to be within less than three months of one hundred years old.

Mr. Ezra Phillips was born in Pembroke, now Hanson, Oct. 10, 1810, and married Catherine H., daughter of Dr. Calvin Tilden of Hanson, Nov. 27, 1834. In 1848 Mr. Phillips purchased one-third of the factory in Hanson, owned until then by Mr. Hobart and commenced the manufacture of tacks for himself. Upon his entering into partnership with Mr. Perry, he assumed the management of the mechanical part of the business, being "a good manager of workmen and an excellent judge of the worth and merits of machinery." Mr. Perry, "an exceptionally good financier and general manager, clear-headed and a cool and accurate calculator," managed the business part. A more fitting tribute could not be paid to Mr. Phillips than Mr. Perry's testimony of his connection with him. He says, "After an intimate business and social relationship with Mr. Phillips for more than thirty years, I consider him one of the grandest and best men I ever knew. The routine of business was robbed of its monotony and vexation by the tact, geniality, pure



E. PHILLIPS & SONS' TACK WORKS.  
Indian Head River, So. Hanover.



methods, and manly way in which Mr. Phillips bore himself. It was simply pleasure to do business in connection with such a man." Mr. Phillips died in Hanover, May 15, 1882, and his two sons have since successfully carried on the business under the same firm name. At the present writing they employ at this factory from forty-eight to fifty two hands, running seventy-one tack and nail machines, a rolling mill, machine shop, and have a sixty horse-power engine. They cut last year about 750 tons of nails and tacks and rolled 250 tons of zinc and lead. The tacks average about 6400 to the pound, or 12,800,000 to the ton; nails about 750 to the pound, or 1,500,000 to the ton. This factory is one of about forty now in this country.\*

Ascending the Indian Head river, about one half mile above Phillips's tack works, we come to its junction with the DRINKWATER RIVER. We will follow up the Indian Head, then come back to the Drinkwater. The first dam on the Indian Head stream is about one mile from its junction with the Drinkwater, and was probably finished in the spring of 1715, as we find that on May 30th of that year "Joshua Cushing, Joseph Foord, and Thomas Barker of Pembroke and Thomas Howland of Marshfield enter into an agreement in regard to a Saw Mill that they are building on the Indian Head stream near the road that leads to the little Cedar swamp." In 1827 Dr. Samuel Barker sold the right for mill privilege to Elihu Hobart, who erected a tack-factory and employed Hervey Dyer as agent. He remained ten years, when it was sold to a Company and by them to Luther Howland of Hanson, who manufactured tacks until about thirty years ago, when the factory was burned. It has not since been rebuilt. The privilege is owned by Lewis White.

Farther up the stream is the dam built by the Thomases. Col. Nathaniel Thomas† bought a large tract of land in this vicinity in 1694-95 and his son, Isaac, settled on that portion 40 rods east of the mill. The cellar is still visible. It is doubtful if Nathaniel ever lived here. If he did it is certain that he later moved to Marshfield, as appears by an account of his wife's death in an old paper.

"Marshfield, October 16 (1727). On the 8th Instant, the Lord's Day Morning, died here, Mrs. Mary Thomas, Wife to Nathaniel

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\* See account Cushing's Mill above Teague's Bridge.

† See Thomas's Brick-kiln Yard.

Thomas, Esq: of this Place. A truly valuable Person, for bright and unblemished Vertue, unfeigned and unaffected Piety, rare and excellent Wisdom and Discretion: yea for all or most of those Ornaments and Endowments of Nature and Grace, which serve Adorn and Distinguish Her Sex: One in whom the united characters of a Compleat Gentlewoman and solid christian, were exemplified and Beautified to an uncommon degree: One who by Her prudent, humble, affable, peaceable, courteous and obliging temper and carriage, gained and to the last maintained a great interest in the esteem and affection of all that knew Her; Her death has filled many hearts with grief, and has caused an universal lamentation. She was decently Interred on Wednesday the 11th Currant." — *The New Eng. Weekly Journal*.

In 1712 the above mill, (erroneously called Cotton's Mill in Hurd's History of Plymouth Co.) was written in the old records "Colonel's Mill," which is correct. A deed dated January 1716, mentions "the old saw-mill called Col. Thomas's Saw Mill." In 1722 it is spoken of as Isaac Thomas's Saw Mill, and in 1737 as Edward Thomas's Saw Mill, formerly owned by Col. Thomas. Edward was son of Isaac. Later a grist mill was built here, which was run by Dea. David Beal. The following advertisement shows that Col. Thomas either had business in Marshfield about the same time, or else did iron work here.

"August 24th, 1713. A Cast Hammer, Anvil Plates and all other needful cast iron work for a forge or iron works, all new, to be sold by Nathanael Thomas, Esq., at Marshfield."

About 1829 Benj. Hobart of Abington bought the mill and put in machinery for cutting tacks. It was burned in 1835, but rebuilt, and used as a tack factory until 1848, when Nathaniel Cushing bought two-thirds of it for a trunk factory, Ezra Phillips buying one third for a tack factory. Cushing soon sold out to A. J. Taft & Flavel Shurtleff. Later Mr. Shurtleff bought Taft's share. Mr. Phillips went into company with Mr. Perry from here. Henry H. Brigham of So. Abington later bought the whole, and used it as a tack factory until it was burned in 1859. Since then there has been a saw-mill here. This privilege is now owned by E. Phillips & Sons. The stream rises in the Indian Head Pond in Hanson, from whence it received its name.

Returning to the junction, we follow the Drinkwater River up to TEAGUE'S BRIDGE, so named for Daniel Teague, who lived in Hanover, a few rods above it, about 1750 to 1760 and

whose cellar can still be seen. This bridge was built before 1740, at which time it was spoken of as Hatch's Bridge. Just above the bridge there is a dam built probably about 1716, as,

"On July 1st, 1716, John Rodgers of Marshfield, John Cushing, Amos Turner, George King, Joseph Barstow,\* Samuel Barstow, Michael Wanton† and James Hatch, all of Scituate,‡ and Joseph Stockbridge of Pembroke, enter into an agreement in regard to a saw-mill that they are building in Scituate upon Drinkwater River, near where the line between Scituate and Abington crosses the river."

This was known as Hatch's Mill, Dea. James Hatch probably owning the largest interest. He lived on Hanmer's Hook, on land bought by Jeremiah and Walter Hatch of John Hanmer before 1680. This estate was sold to Cornelius White in 1743, a descendant of Peregrine White, the first male child born in Plymouth Colony,—and in 1850 was occupied by Albert White, Esq. In *The Boston Post-Boy and Advertiser* of May 20, 1765, is the following :

"By order of the General Court :

On Wednesday the 22d of the present month of May, at 4 o'clock P.M. at the house of Mr. Foster, Inholder in Plimouth, will be exposed to sale by publick auction, several tracts of land in the County of Plimouth, viz ; one tract formerly belonging to *Jeremiah Hatch*, lying in Hanover, one tract on the Northerly side of Assonet River in Middleborough, formerly belonging to Benj. Booth & Isaac Pierce, jun., two tracts in the town of Rochester, &c. all which several tracts were mortgaged to the Commissioners for the hundred thousand pounds loan, in the year 1716, and judgment has been recover'd and possession taken for the Province."

In 1814 the Hatch Mill, which for nearly a century had been used as a grist-mill and saw-mill, was bought by a stock company with a capital of \$20,000, and a *cotton factory* erected. Among other owners were Nathaniel Cushing, father of Elijah, who lived at the old place now standing at Cushing's Corner, Hanson, Abishai Stetson, father of Nahum of Bridgewater, prominent in the iron business for the past fifty years, and Chas. Josselyn, father of Mrs. Hira Bates of So. Hanover. Later, Thomas Hobart, who lived in Hanson, near East Bridgewater, had an interest. They made common cotton sheeting

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\* He was afterwards associated with Benj. Stetson.

† Son of Edward, see Delano and Foster Yards.

‡ Part of which is now Hanover.

and shirting. The people in the town and in the towns of Hanover, Pembroke and Marshfield, had private looms, and used to weave, obtaining the cotton yarn from the factory. The small amount of money received for weaving was the principal income of the women of Hanson and its vicinity. The work was done by the families of the best people, and the daughters were not too proud to toil day by day and earn the pennies that formed the nucleus, in some cases, of independent fortunes later. They were paid so much per yard for the work. At Squire Joseph Smith's\* they had two or three looms and his daughters wove after his death. At Gad Hitchcock's they had two looms. *The Mass. Gazette and Boston News-letter*, Boston, April 11, (1765) states that :

"The Rev. Mr. Gad Hitchcock, of Pembroke, is chosen by the Ancient and Honorable Artillery Company to preach the Sermon at the Anniversary of the Election of Officers for that Company on the first Monday in June next."

At Isaac Bowen Bowker's, father of Dr. Bowen Bowker, there was one loom. Noah Bonney's family also wove. The Company ceased giving out work after a time and put a power loom into the factory. They also owned a store and a boarding house, which were run in connection with their business. Nahum Stetson was in the store when about nineteen years old, and went from there to Lazelle, Perkins & Co., where he has been nearly ever since. Ethan Allen Stetson, (brother of Nahum), Isaiah Perry and his brother, E. Y. Perry, Esq., were clerks afterward—think Isaiah Perry was owner at one time. Business was carried on at this store until the fire of 1852. The superintendents of the factory at different times were Job Luther, Luther Faxon, L. B. Hatch, A. M. Hobart and others. The business gradually decreased and but little was done after 1830, owing to the competition of the larger factories at Fall River, Lawrence, Manchester, and other places. During the panic of 1837, business at Hobart's tuck-factory in Hanson became very dull, and Ezra Phillips, who had been working there, hired room and power in the cotton mill, and during the winter of 1837-38 manufactured shoe-pegs. Later in 1838 Cobb & Cushing occupied the building as a saw-mill, and the boarding-house was occupied by Theodore Cobb as a private residence. In 1852 the factory, store, and residence were burned to the ground. Soon after Elijah Cushing erected a

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\* Grandfather of Joseph Smith, who was engineer of the Hanover Branch Railway.

saw-mill on the same dam and, together with his sons, George and Theodore, carried on the business until this mill was burned about ten years ago. A few years ago E. Phillips & Sons bought the privilege which they have since used as a reservoir for the factory below. In Dec., 1888, this firm bought a factory at Brockton, where they now run thirty-six tack and nail machines, employing thirteen or fourteen hands, with a prospect of increasing the production this year. They intend eventually to move their Brockton factory to the above privilege, which is oftenspoken of now as Teague's Bridge (because of its close proximity to said bridge), but if that site is found to be undesirable, they will move from Brockton to their works at South Hanover instead.

A little more than half-way from this latter privilege to that of Stetson's at King St., there flows into Drinkwater River, TORREY'S BROOK, a small stream rising in the woods back of the Cemetery at Centre Hanover, and flowing across Main, Hanover, Grove, Myrtle and Winter streets into the river.

About seventy rods east of King St. on the Drinkwater River there formerly stood a fulling-mill, improved many years ago by Bailey Hatch, and others. About the middle of the eighteenth century, Caleb and Robert Barker had a foundry here. From *The Boston Gazette or Weekly Advertiser* for January 15, 1754, the following is taken :

"CALEB and ROBERT BARKER in Hanover: Cast bells for Meeting-Houses and other uses, from a smaller to a greater, even to one of *two thousand weight*; cheaper than they can be imported: By whom all persons may be supplied on reasonable terms."

About 1830, Joshua Barker, a descendant of Caleb and Robert, erected an iron foundry on the old site, at which stoves hollow ware, and machinery of different kinds were cast. The foundry was torn down a long time ago and a little tack-factory was built by Barstow & Russell. This building is now gone and the vacant site is owned by Chas. T. Stetson. Just above this site, where King St. crosses the river, is a dam with a large water privilege and buildings now known as Stetson's Machine Works.

About 1710, "MIGHILL'S WORKS," or the "DRINKWATER IRON WORKS," were erected here by one Mighill, probably a son of Rev. Mr. Mighill, who was settled over the South or Second Society in Scituate in 1684, though little is known of him or



his business. Tradition says that he manufactured iron from bog ore, which he dug at "Cricket Hole," near the Third Herring Brook, and in the low grounds in the vicinity of Dam Brook, where it can now be obtained in moderate quantities. These works have had many proprietors and tradition says again that, during the Revolution, *cannon* were cast here and carried down to the old fulling-mill near the iron foundry and tested, and that Tilson Gould was killed by the bursting of one of these guns, the pieces of which are said to be still lying in the bottom of the old furnace pond. About this time Hanover was very prosperous and in 1794, there were within the town of Hanover 3 saw-mills, 6 grist-mills, 2 forges, 1 anchor shop, 1 fulling-mill.

About the year 1816, Chas. and Orrin Josselyn, Timothy Rose, Calvin Bates, and others, erected a forge on this dam. Beside the forge there were a grist-mill, a saw-mill, a box-board mill and a shingle-mill, all owned by the same company. Messrs. Bates & Holmes finally came into sole possession of these works and usually employed five hands in the forge making bar iron, and from fifty to sixty tons of anchors annually. Edwin Barstow was the last anchor maker in town, and the last anchors manufactured in town, only a few years ago, were made here under his supervision. The property is now owned by Charles T. Stetson and run as a machine manufacturing shop, making rubber hose covering, electric light wires, etc.

At the head of this pond or privilege, which is the largest in town, Longwater Brook forms a junction with DRINKWATER RIVER. Drinkwater being one of the sources of North River, should be traced to *its* source. It rises in Weymouth, just over the Rockland line, flows across the north-west corner of Rockland into Abington, where it is known as French's stream, then back through Rockland into Hanover, where it receives LONGWATER BROOK, the name Longwater being the English interpretation of the original Indian name for the stream. About eighty rods up the Longwater stream, where it crosses Circuit St., is Magoun's Bridge, formerly called ELLIS' BRIDGE, built before 1676. Here was located one of the oldest mills built in the Colony, but which, tradition says, was burned by the Indians during their famous raid into Scituate in 1676. Longwater Brook is one of the more copious indirect tributaries to North River, and it attracted the attention of the settlers at a very early date. Little is known of the first mill built there, but

tradition says it was built by a Mr. Wade, who became discouraged when it was destroyed by the Indians, and moved to New Hampshire. It was rebuilt and received the cognomen of "Drinkwater" for the reason, it is said, that no ardent spirits were used by the builders during its construction. That a mill was built in this locality is certain.

"On May 7, 1696, Edward Wanton, Robert Orchard, John Rodgers, Thomas Macomber, Timothy White, and Joseph House held together as tenants in common and undivided, a tract of land lying at and near a place called Drinkwater, and adjoining to a tract of land formerly granted to Timothy Hatherly, of which they proceed to divide the part that was on the southerly side of the saw-mill, called Drinkwater Mill. Wanton and Orchard had one half, and Rodgers, Macomber, White and House the other half." The mill is not spoken of as part of the property divided, but some of the land is mentioned as belonging to the mill. On Nov. 12, 1711, the remainder of the land was divided and the first divided part is referred to as the "mile of land." At this date Wanton appears to have become possessor of Orchard's share, so Wanton had half. White had died, so the other half went to Rodgers, Macomber, House, and White's heirs. It would be interesting to know the history of this ancient mill, but almost unpardonable neglect has left it and much more history of our town to fast fade away to tradition, and the scattered fragments of old wills, deeds, and other papers, that occasionally come to light, are all we have in many instances.

BEAVER DAM BROOK rises east of Plain St., which it crosses. It also crosses Hanover St. and enters Longwater Brook a little way above the old mill.

The next tributary to the Longwater stream is the **STUDLEY MILL BROOK**, which has two sources, one rising in the north part of Rockland, just on the Hingham line, and the other in the extreme north-west part of Hanover. This brook flows south-east and where it crosses Pleasant St. near the West Hanover Railway station, there is a mill. The first mill erected here, of which we have any account, was improved by Eliab Studley about 1730. It was known as "Elihab's Mill." Barry says, "He was a noted tavern-keeper, his house being a favorite place of public resort." The following is taken from *The Boston Gazette and Country Journal* :

"Monday last, (June 16, 1766), Mr. Eliab Studley of Hanover was killed by a Flash of Lightning."

Another paper says :

"We hear from Hanover that on the 16th, Ult. (July, 1766), as Mr. Studely and his Son were returning from his Wood Lot with a Cart Load of Wood, a Thunder Storm came on, and his Son taking a Tree for Shelter: was instantly struck Dead by a Flash of Lightning.—*The Mass. Gazette & Boston News Letter*.

Later the site was occupied by Nahum Stetson as a shingle mill and known as Stetson's Mill. It is now owned by Lot Phillips, but is often called "Studley's Mill." The brook for a little way follows Hanover St., which it crosses below the extensive establishment of Lot Phillips & Co., (of which firm E. Y. Perry, Esq. and Albert Culver are the Co.), and enters Longwater Brook a few rods north of where the railroad crosses it. The above establishment, located near a branch of North River deserves especial notice as being one of the largest in town. Their buildings are extensive, including a saw-mill, grist-mill and box-factory. About thirty-five men are employed here. The amount of business done is 150,000 boxes made annually, 1,250,000 feet of lumber cut into boards, and the grist-mill grinds 200,000 bushels of grain annually.

The next tributary to Longwater Brook is BAILEY'S BROOK, which flows into it about fifty rods south of Cedar St. Bailey's Brook rises east of Main St. on a line with J. Brooks's Mill, and flows south, crossing Main St., and receiving Stetson's Brook just before crossing Cedar St. STETSON'S BROOK rises in Hell Swamp, east of the old highway, and flows south across Union St., then west across Main St., then north-west across Cedar St. and into Bailey's Brook. Following up the Longwater stream about three hundred rods from where Bailey's Brook enters it, we find another tributary which has its rise in Norwell and flows south. About sixty rods below where it crosses Webster St., at the foot of the pond, is the site of an old mill. This is a historic locality. The first mill there was erected as early as 1723. The third was erected by Deacon John Brooks in 1851. Here he sawed from 80,000 to 100,000 feet of inch and half-inch pine boards annually, besides pine and oak plank, joist and timber. The mill which stood in the woods near the Hatherly line has passed from view. The dam is still there, but the pond is growing up with birches. It is one of the most romantic spots in Hanover. A large rock near

here, the largest in town, called *Absalom's Rock*, was occupied for a time as a dwelling by a hermit, a fissure in the rock forming protection. Near the site of the old mill is also the "*Money hole*," where, years ago, men, in the darkness of night, dug for Capt. Kidd's treasures. About half a mile west of this old mill site, and on the Longwater stream, is another, Brooks Mill, built originally by Joseph Brooks in 1820, and occupied as a grist-mill until 1833, then as a shingle-mill. It was here that David Prouty polished the *first cast iron ploughs ever made*, he being the inventor.\* Two mills have been burned on this spot within a dozen years. Albert G. Mann owns and occupies the present mill, which he runs as a saw-mill.

Following the stream up, an old grist-mill used to stand where it crosses the junction of Webster and North sts. It was built by Benj. Mann, probably about 1765 and was an old-fashioned mill with a great water-wheel, requiring an immense quantity of water to turn it. Later it was owned by his son Caleb Mann. The privilege is now owned by Albert G. Mann, great-grand-son of Benj., and used by him as a reservoir for his saw-mill farther down. Following up Longwater Brook, we find a small tributary, the last, a few rods above the mill. From here it flows from a northwesterly direction, where we find its source in the woods near the Rockland line. Thus we have come to the last source of North River, and now we will go back to the river itself.

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\* See Barry's History of Hanover.

## CHAPTER II.

### NORTH RIVER — (CONTINUED).

ITS BRIDGES AND FERRIES, AND THE INDUSTRIES THAT HAVE BEEN LOCATED ON ITS LOWER TRIBUTARIES; ALSO, VESSELS BUILT UPON ITS BANKS IN EARLY TIMES AT YARDS UNKNOWN.

THERE is little to record of interest relative to that part of North River between the "Crotch," so called, and Barstow's Bridge, the abutments of which can now be seen less than 50 feet above North River Bridge. In the Colony Records the following entry is made under date of 1656 :

"William Barstow of Scituate covenanted to make a good and sufficient bridge for horse and foot over the North River, a little above the Third Herring Brooke, at a place called 'Stoney Reache,' and to lay out and clear the way towards the bay as far as Hugh's cross brooke; to receive £12 in current country pay."

Prior to this time the river was crossed at Luddam's Ford. William Barstow also received £20 for keeping the said bridge in repair from 1662 to 1682. This latter year the Colony Court ordered a cart bridge to be built over North River, at BARSTOW'S BRIDGE, at the expense of three towns: Scituate to pay £10; Duxbury £5; Marshfield £5. Barstow's Bridge was used until 1829, when North River Bridge was constructed. The road over Barstow's Bridge became the old Turnpike Road from Boston to Plymouth, and thousands of times have the old stages, loaded with passengers and freight, dashed down the hill, over the bridge, and up the other side, the horses leaping almost out of their traces as they sped up to the Quaker Meeting-house Shoals.

**QUAKER MEETING-HOUSE SHOALS** were so named by Ichabod Sturtevant, Jr., because the territory was so bleak and cold in winter. It included the space between Brick-kiln Lane on the Old Turnpike Road to Plymouth and John Stetson's gateway, just below and opposite the present Quaker Church. Stages running between Boston and Plymouth went over these shoals on their way to Boston at 10 A.M. and 4 P.M., and to Plymouth 9 and 11 A.M. The drivers used to say it was the "coldest place they struck" between Boston and Plymouth. Robert B. Thomas's *Farmers' Almanac* for 1806 says:

"Plymouth mail stage sets off from Daggett's Inn (late King's Inn, Market Square, Boston,) every Tuesday and Friday at five in the morning, and arrives there at five in the evening of the same day (through Hingham and Hanover); leaves Plymouth every Monday and Thursday at five in the morning, arriving in Boston at seven in the evenings of the same days."

In 1829 the Road Commissioners for the County agreed to assess the County for one-quarter of the expense of a stone bridge, which was erected just below the old Barstow Bridge, and has since been known as the **NORTH RIVER BRIDGE**. The middle pier of this bridge was taken entirely from one rock that used to form a part of the wall in the field just below the present residence of E. Q. Sylvester. About ten or twelve years ago North River Bridge was rebuilt and raised, and the hills on each side cut down to a more even grade. In 1699,

"The town ordered that the undivided land lying between the Country Road and Daniel Turner's, and the Barstow's land and the North River, should lie common for the town's use."

This was probably at North River Bridge, and it would be interesting to know if the town ever conveyed or deeded it away. The tide rises three feet at North River Bridge. The distance from the bridge to the sea in an air line is not over seven or eight miles, but by the river it is fully eighteen miles.

The first tributary to the North River below North River Bridge is the **THIRD HERRING BROOK**, near the mouth of which is a foot bridge, known for probably over one hundred years as the **RAINBOW BRIDGE**, and used by the ship carpenters to reach the Hanover and Fox Hill Yards. The Third Herring Brook is about five miles long, and forms the boundary line between Norwell and Hanover. It rises in Valley Swamp, near Hingham, and flows in a southeasterly direction. Its first tributary is the **ASSINIPPI** or "**ROCKY WATER**" stream. Alewives originally ascended the Third Herring Brook to Valley Swamp. In

1829 there were on this stream three grist mills, three saw mills, and one shingle mill. Just below the Assinippi stream on the Herring Brook are JACOBS' Mills. These mills have been in the Jacobs family over a century and a half. Joshua Jacobs, born in 1702, and his brother, Dr. Joseph, born in 1707, were early proprietors of the saw and grist mills erected here. These mills are now owned by Benjamin, Barton, and Charles Jacobs, and are the oldest in the vicinity. In the *Boston Evening Post*, under date of March 30, 1772, there appears the following:

"Married, at Newport, Mr. James Jacobs, of Scituate, in this Province, to Miss Deborah Richmond, daughter of the late Capt. Perez Richmond, of Dartmouth."

About 1830 there was an extensive manufacture of bricks on the south side of Jacobs' mill pond by the families of Jacobs and Collamore. Below the old pond at Winslow's Bridge beavers built dams many years ago; also at Valley Swamp, and a half mile west of the old Nathaniel Brooks place. CUSHING HILL is a half mile east of Jacobs' Mill. Capt. Jacobs' *cartway*, so called, in 1720 was over Beaver Dam at Valley Swamp. ROCKY SWAMP is located south of the Herring Brook, below Jacobs' Mills.

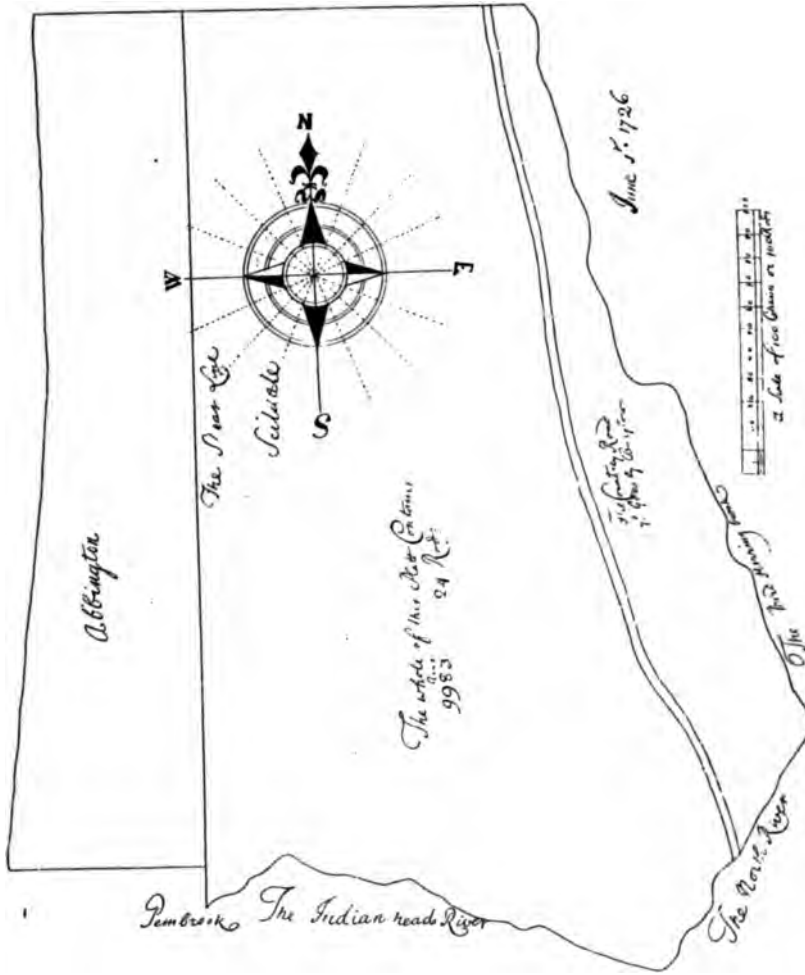
The next mills we come to on the Herring Brook are *John Clapp's*, located at the foot of the pond, just above Mill street. Large quantities of lumber have been sawed here for the trunk and box factories of Hanover and Scituate. John Clapp, son of the above John, now owns the mill.

T. J. GARDNER's *saw and grist mills* are located on the Third Herring Brook, not far below the Clapp Mill. Long and short boards are sawed here now. This site has been used a great many years for mill purposes. Tradition says that Benjamin Curtis, who was born in 1667, built the *Curtis Mills* near the site of the present mills. After the Curtises, T. J. Gardner, who married into the Curtis family, owned these mills until they fell into the hands of their present owner, Samuel H. Church, late one of Hanover's selectmen. He married Mr. Gardner's daughter. Barry says "the *bridge* between Curtis' and Clapp's Mills, over Third Herring Brook, was built as early as 1690."

We next come to the south branch of the Third Herring Brook. This is HUGH'S CROSS, or SILVER BROOK, which rises in the woods east of Grove street, Centre Hanover, flows across







MAP OF PARTS OF THE TOWNS OF ABINGTON AND SCITUATE, INCORPORATED AS THE TOWN OF HANOVER, JUNE 14, 1727.

Main street, northwest of the Cemetery, then running parallel with Silver street, it crosses Washington street, near the residence of the late John Curtis, a little way above which it takes a sudden turn and flows east into the Herring Brook. There is but one mill on Hugh's Cross Brook. Deane refers to a new saw mill, in 1678, above "Old Pond at Curtis'." What mill this refers to is not clear, but it was probably the Benjamin Curtis Mill, on the Third Herring Brook. CHURCH'S HILL, on the Plymouth Road in Hanover, is a half mile west of Hugh's Cross Brook.

Hon. Jedediah Dwelley, who has been one of Hanover's selectmen for over thirty years, and who is to-day the most valuable man to the town of all her inhabitants, writes as follows :

"Curtis' Mill, on Hugh's Cross Brook, was an old mill when I was a boy, and either fell or was torn down thirty years or more ago."

The dam is in a fair state of preservation ; the site of the old pond is now grown with vegetation. The property belongs to the estate of the late John Curtis. Thomas Tindale, of South Hanover, has recently completed an extensive cranberry bog at the head of the pond.

Returning to the Third Herring Brook, we come next to a tributary from Norwell, *Margaret's*, so called, or WILDOAT BROOK, sometimes called SLAB BROOK or SUNKEN LOG BROOK. There was a grist mill on this brook in 1829, which was built about 1795 by Elijah Turner ; but since the death of his son, Elijah Bailey Turner, it has not been used. The original name of this brook was MARGARET'S BROOK, so named for Margaret Prouty, who lived to a great age and died unmarried. She was a daughter of Richard, who was in Scituate in 1670, and sister of Edward, who had a house on the west side of the brook. Margaret's Brook rises in a swamp between Otis and Simon Hills, Scituate, and flows into the Third Herring Brook not far from the Old Indian Trail. The next point of interest on the Third Herring Brook is the site of *one of the first saw mills in the Colony*, located at the Old Indian Path, foot of the OLD POND and OLD POND SWAMP, which is said to have been a large reservoir for this mill, and which is now covered with a heavy growth of timber. The following is an extract from the Colony Records :

## SAW MILL REGULATIONS OF THE YEAR 1656.

"At a full town meeting of the town of Scituate, Nov. 10, 1656, free liberty was this day granted to any man or men of the town to set up a saw mill upon the third herring brook, as near the North River as conveniently it may be, on these conditions, viz.: that in case any of the townsmen do bring any timber into the mill to be sawed, the owners of the Mill shall saw it, whether it be for boards or plank, before they saw any of their own timber, and they are to have the one-half for sawing of the other half."

"And in case any man of the town that doth not bring any timber to the mill to be sawed shall want any boards, for his own particular use, the owner of the mill shall sell him boards for his own use, so many as he shall need, for the country pay, at three shillings and six pence an hundred inch sawn; but in case the men of the town do not supply the mill with timber to keep it at work, the owners of the mill shall have liberty to make use of any timber upon the common to saw for their benefit. The said saw mill to be built within three months from this date; otherwise this order to be void.

JAMES TORREY, *Town Clerk.*"

The same year Cornet Robert Stutson, with Mr. Hatherly and Joseph Tilden, built a saw mill on the above site and flowed a large tract of land, since called the "Old Pond Swamp." This mill was burned by the Indians in 1676, on their raid into Scituate during King Phillip's War. The dam still remains. James T. Tolman and his brother Samuel have pieces of the charred wood of the old mill carefully preserved. WINSLOW'S BRIDGE, so named for Nathaniel Winslow, who resided there as early as 1750, is about four rods below the site of the old mill. It was called Winslow's Bridge in the records as early as 1765. A few rods below Winslow's Bridge is located TOLMAN'S TACK FACTORY, now fast going to decay, though the machinery inside was recently in good condition. This factory was built in 1837 by Col. Samuel Tolman. It is now owned by his sons, Samuel and James T., and has been used as a tack factory ever since it was erected. Colonel Tolman also built a box-board and shingle mill on the Hanover side of the stream, which was burned several years ago. Next below the Tolman mills and factory is a *saw mill*, now owned by Charles Simmons of Norwell. It may have been the mill site of the original Jonah's Mill, and was owned and run twenty-five years ago by Pratt & Lapham. The TIFFANY Pond, which has been a favorite resort for the young of many generations in the winter time, for skating, is next below. This pond was named for Recompense Tiffany,

who, however, was not the first owner of the property. The first building erected here was a grist mill by Charles Stockbridge, grandfather of David Stockbridge, of Hanover.\* CRICKET HOLE, so called in 1640, from which bog iron ore was obtained for Mighill's and Bardin's iron works, is a short distance west of Tiffany's. In 1673 the Town's Committee of Lands offered a premium of "30 acres of land to any person who, within six months, should erect a grist mill on the Third Herring Brook, and engage and tend the mill for fourteen years." Charles Stockbridge accepted the proposals, and erected his mill in 1674. The property descended to his sons, Charles and Thomas, and in 1692 Thomas sold one half of the mill to John Bryant and Samuel Stetson. In 1729 Thomas's son Thomas sold "one quarter of the saw mill" to Jonah Stetson, Samuel Stetson having sold one-quarter of the "corn mill" to the said Jonah Stetson in 1726. It was then called JONAH'S MILL, which name it was known by until it received the cognomen *Tiffany*. Tack works were erected about 1830, near the site of these mills, and the business of manufacturing tacks carried on by Capt. Zephaniah Talbot and by John and William Salmond, brothers of Samuel and sons of Robert. John Tower, when about eight years old, fell through the floor of this mill while it was building, and hung on one of the sills, and over the rocks, until he was rescued by his brother David. In 1838 Samuel Salmond,† who had spent the earlier part of his life in Maine, in the South, and in Cuba, settled permanently in Hanover, and engaged in the tack business at the Tiffany factory. Here he employed fifteen male and five female hands, and run from twenty to twenty-five machines, using about sixty tons of tack plates per year. In May, 1859, Samuel Salmond took into partnership his son-in-law, Edmund Q. Sylvester, and did business under the firm name of Samuel Salmond & Son. About a month after Mr. Sylvester entered the firm Mr. Salmond died, and Mr. Sylvester has since carried on the business alone, under the same firm name. He now runs twenty-six tack machines, employs sixteen male and five female hands, and uses one hundred and seventy-five to two hundred tons of iron per year. In the spring of 1884 he put in a high pressure thirty horse-power steam engine. In 1886, the flume and a portion of the hill beyond were carried away by

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\* See Hanover Miscellaneous Yards.

† See Bridge and Smith chapters for descendants.

a freshet, but the factory was soon in running order again. Mr. Sylvester has managed the business very successfully, and has a large New York trade. About forty rods below the Tiffany, Charles Stockbridge commenced a dam, the remains of which can be seen at the present day. Quite a little distance below the Tiffany factory we come to the bridge over the Third Herring Brook, which connects Norwell with Hanover, near the residence of Capt. Elijah Barstow. The old JOHN PALMER LOG BRIDGE was just below the present bridge, and was so named for John Palmer, supposed to be the same who came with the first settlers of Hingham in 1635. His house-lot was near the junction of the roads southeast of Church Hill. He left several descendants in Hanover and Scituate, but few, if any, of the male issue of his family are now left in this region. In 1660 John Palmer covenanted with John Bryant and Humphrey Johnson, town agents, to build a log-way and bridge, and cover it with gravel, "from firm upland to firm upland." A stone bridge was built here, by vote of the town, in 1835. It was re-built by So. Scituate and Hanover after the freshet of 1886, but the opening for the brook is not yet large enough, as the heavy freshet of 1888 forced the water over the bridge across the road. The Herring Brook flows from this point through fresh meadow land until it reaches the North River, receiving only one stream, the COPELAND TANNERY BROOK. The old Tannery was located about thirty to forty rods southeast of the Methodist Church. Smelts in large numbers ascend the Herring Brook, as far as the bridge, in the spring of the year.

The next tributary to North River below the Third Herring Brook is a small *brooklet* from Seabury's woods. The next below is ROBINSON'S CREEK, later known as SCHOOSSET CREEK, which flows into the river from the Pembroke side, just below the brick-kilns. The TWO MILE BROOK, or FULLING MILL CREEK, flows into the river from Marshfield, east of and opposite the Bald Hills. A *small stream*, which formed the boundary of the Cornet Stetson grant on the north and of the Humphrey Johnson on the south, is next below. Joseph Tolman had a saw mill on this stream about thirty years ago. The next tributary comes into the river from Norwell, opposite and about a quarter of a mile above Gravelly Beach. This stream was called TILL'S CREEK as early as 1640, but later was named DWELLEY'S CREEK, after Richard Dwelley, who owned meadow land there, and died in 1692. The little stream that crosses the road in Norwell,

near Torrey's trunk factory, is called WANTON BROOK, and the old folks used to think that witches danced on its banks at midnight. Mr. Cudworth once heard a horse running behind him near this brook, but never discovered the horse.

In 1785 a subscription was raised to build a bridge across the North River, near John Stetson's (the ancient Wanton) place. The town chose a committee to consult with the subscribers, and to learn what kind of a bridge was proposed, and how to be kept in repair. The town then voted their consent, on condition that a sufficient draw be kept. The project failed. It was revived in 1827, but again failed, and it is not likely that there will be a bridge there for some time to come.

The SECOND HERRING BROOK is the next tributary to the river, and, flowing from Norwell, enters at a point just below the old Chittenden yard. The Second Herring Brook is formed by numerous little brooklets that rise in Ridge Hill Swamp, Dead Swamp, and Black Pond. Herring ascended this brook to Black Pond until repelled by the mill-dams. Smelts now ascend as far as they can each year about the latter part of March. There used to be beaver dams on this brook, south of Dead Swamp. The bridge over the north branch of the Herring Brook, above Dead Swamp, was named many years ago BUMPAS' BRIDGE. CHAMBERLAIN PLAIN is northeast of Beaver Dam or Dead Swamp. WALNUT HILL is west of Beaver Dam, on the Second Herring Brook. SPRUCE SWAMP is south of CORDWOOD HILL and the Second Herring Brook. SPRING BROOK flows from the northwest into the Second Herring Brook. In 1829 there were on the Second Herring Brook two grist mills, a saw mill, and a shingle mill. A saw mill on the east branch of the brook was erected in 1831 by S. A. Turner, Esq. On the Second Herring Brook, about a half mile from its mouth, there was a saw mill built in 1690 by John Bryant, a house carpenter, who was a freeman in Scituate in 1639, and had a farm ten rods east of the mill. This mill was used as a grist mill later. "BRYANT'S BRIDGE, above the mill," Deane says, "was not a cart bridge until 1704." Long after the above mill was built another grist mill was built further up the stream. A saw mill was erected there at a later day. This mill was run by David Torrey, in connection with his steam mill or trunk factory on River street, until his death in 1884. In 1658-9 a *foot bridge* was built across the Second Herring Brook, very near its mouth. There was a bridge there before, as, in laying

out the path from the Block-house to Wanton's yard, the records of 1658 speak of crossing the Second Herring Brook, "where the old bridge did lye."

There is a *small brooklet* flowing from Scituate into the river, not far below the mouth of the Second Herring Brook ; but the next point of interest of North River (shipyards excepted) is UNION BRIDGE. Here was a public ferry-boat as early as 1644, when it was run by Elisha Bisby, whose house stood near the bridge on the west side of the river, and where his son Elisha kept a tavern for many years. Deane says there was a town landing at this ferry (which was called the *Upper Ferry*) in 1645. At this point, North River is about seven to eight rods wide at ordinary tide. The "Upper Ferry" was run by the Oakmans\* of Marshfield until later than 1760-70, about which time John Tolman took charge ; and he was the last ferryman before the bridge was built. In 1799 it was proposed by the Town of Scituate to build and maintain a bridge over North River, at *Oakman's Ferry*, jointly with Marshfield. Three hundred and seventy dollars were raised, but the enterprise proved a failure because Marshfield refused to accomplish its part. In 1801 a corporation formed for the purpose of erecting a draw-bridge, with the privilege of taking toll. Union Bridge was built soon after. The income kept the bridge in repair, and paid 7% interest on the money invested, until 1850, when it was made a free bridge. Hatch Tilden, brother of Jotham and Luther Tilden of Scituate, and son of Dea. Samuel, of Marshfield, was toll collector for more than forty years. His son Edward built vessels in Chelsea under the firm name of Curtis & Tilden. Hatch Tilden lived in the house next the bridge, on the easterly side of the road, in Marshfield. He married, in 1822, Hannah W., daughter of Nath. Waterman, who came into Marshfield about 1794. She was born in So. Scituate April 6, 1792, in the house afterward owned by Dr. Foster. Mrs. Tilden, now in her ninety-eighth year, still resides in the house by the bridge, where she has lived since her marriage. Calvin T. Phillips, of So. Hanover, Mass., in an article published in a recent number of "The Genealogical Journal," writes as follows :

"On page 354, Deane, in his 'History of Scituate,' states that 'Samuel Tilden (grandson of Elder Nathaniel) settled on the North

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\* See chapter on North River Pilots.

River, \* \* \* \* \* whose son Samuel was born 1689 (by a first wife); his second wife was Sarah Curtis, 1694. The latter Samuel married Desire Oldham, 1717, and his son Samuel was born 1718. The latter was the father of the venerable Dea. Samuel Tilden.\* This would make the line of Samuels as follows:

Samuel, born 1660; married 2d, Sarah Curtis, 1694.  
 Samuel, born 1689; married Desire Oldham, 1717.  
 Samuel, born 1718; married \_\_\_\_\_.  
 Samuel, born 1739; (Deacon).

After careful examination of all known records, I can but think that Deane was mistaken in this line.

As to Samuel, born 1660, I find no trace of the 'first wife,' nor of any of her children; but Marshfield town records give the birth of Samuel, son of Samuel and Sarah, Oct. 4, 1695. If there had been a Samuel, son of a first wife, living, another child would not have received the same name. The same records also give the birth of Samuel, son of Samuel and Desire, Sept. 14, 1739, and the death of 'Deacon Samuel Tilden,' June, 1834, aged 95, which agrees with the foregoing date of birth of the child of Samuel and Desire. The record in the family Bible of Dr. Calvin Tilden (son of Dea. Samuel) fully corroborates the above, as it gives Samuel Tilden and Desire Oldham as the parents of Deacon Samuel, and the death of Samuel (husband of Desire) as March, 1774, aged 78, which agrees with the birth date of Samuel, son of Samuel and Sarah. I find no record of any Samuel born 1718.

I therefore conclude that, instead of the line of four Samuels, as given by Deane, there were but three, as follows:

Samuel, born 1660; married Sarah Curtis.  
 Samuel, born 1695; married Desire Oldham.  
 Samuel, born 1739; (Deacon)."

The children of Dea. Samuel Tilden were as follows: 1. Capt. Samuel, born 1765, died 1844. 2. Capt. Jotham, born 1767, died 1843. 3. Charles, born 1768, died 1851. 4. Elisha, born 1770, died 1852. 5. Benjamin, born 1772, died 1829. 6. Dr. Calvin, born 1774, died 1832. 7. Capt. Luther, born 1777, died 1857. 8. Mercy, born 1779, died 1817. 9. Hatch, born 1781, died 1861. 10. Nathan, born 1784, died 1856.\*

KING'S LANDING is on the Norwell side of North River, below Union Bridge. A cart-way leads to it from opposite Turner Hatch's.

The next tributary to North River, below Union Bridge, is

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\* See Block-house Yard for Tilden Genealogy.



STONY BROOK, which flows into the river from Scituate, and, though not a long stream, at some points it is quite wide. Nearly opposite and a little below is ROGERS' BROOK, which rises in Marshfield and flows along the foot of Rogers' Hill, below the Thomas Nelson place. Next we come to LITTLE'S BRIDGE.

The river here is over nine rods wide, and grows wider below the bridge, expanding to over half a mile in width at FOURTH CLIFF BAY, formerly called NEW HARBOR, where the channel divides, but unites again a mile below. Where Little's Bridge is now located there was a ferry as early as 1637, which year two hundred acres of land were granted to Mr. William Vassall,\* "on condition that he keepe a ferry against his farme toll 1d. for a man and 4d. for a beast." This was then called NEW HARBOR FERRY. The ferry was located in front of his residence, which was on "Belle House Neck," Scituate. In 1730 this ferry was kept by Capt. John Doggett, a descendant of Thomas Doggett, the first of that name in Marshfield, who married Joane, widow of Thomas Chillingworth, of Marshfield, in 1654. After Captain Doggett took the ferry it was called DOGGETT'S FERRY. In 1755, Capt. John Doggett's son, Capt. John, Jr., then only fifteen years of age, kept the ferry. Thomas, the first, bought in 1659 a farm where he lived until his death in 1692. This farm was a portion of the upland overlooking the mouth of the North River and the extensive view of the ocean beyond. It was the first farm on the Marshfield side of the river, with one of the dividing lines starting opposite the point where the North and South Rivers enter the sea. Out on the marsh opposite the upland there is an oasis of cedars, old and gnarled, called DOGGETT'S CEDARS, while beyond is DOGGETT'S BEACH names which are perpetuated by old deeds, and known to a few of the older inhabitants as being so called for the family, who for many years resided here. Among the descendants of Thomas Doggett were many who were "mariners," and of them the following were prominent: Samuel Doggett, named for his father, and a grandson of Thomas, was the first of the family called "mariner," and he began sailing from North River about the year 1700. His homestead was a piece of upland containing thirty acres of land, together with five acres of marsh, now called Bryant's Pasture, which is located near where the railroad bridge crosses the river, and

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\* See Briggs' Ship Yard.

was bounded on one side by the river, "beginning at ye mouth of ye great creek by ye North River." He bought two lots of land in Marshfield about the time he purchased his homestead in 1710, and they were spoken of as adjacent to PUDDER WHARF Brook, which doubtless suggests the name of one of the North River wharves. Samuel Doggett was Town Treasurer of Marshfield for several years, and prominent in the shipping interests of the river from which he sailed. He was interested in the settlement of Maine, and combined with Boston capitalists and used his vessels to carry families there to settle. Many of these were Marshfield people, who doubtless sailed for their new home from North River. The growth of Boston, and Mr. Doggett's increasing interests there, led him to leave Marshfield in 1744 and make his home in that growing commercial centre, where he soon afterward died. At the time of his death he owned the sloops "Dolphin" and "Swan," valued at £1100 and £750 respectively. He had a brother, Ebenezer Doggett, also a sea captain, living at one time in Plymouth and afterward in Boston, whose landed interests in Marshfield often took him to the vicinity of the North River. Like his brother Samuel, he was well acquainted with the Atlantic coast, from Newfoundland to the West Indies, to which, as well as to the intermediate ports he often sailed. Capt. Samuel Doggett had a son Noah, also a sea captain, who was born in Marshfield and removed to Boston with his father. Capt. Noah Doggett sailed from Boston to Atlantic and European ports until the time of the Revolution, when he retired and spent his declining years in the town of Boston, where he died in 1805. His grandson, Nathaniel B. Dogget, lives in the mansion house corner of Hollis and Tremont streets, Boston. The branch of the Doggett family who kept the ferry resided in Scituate, and their descendants are in Nova Scotia. John Doggett, first of "Doggett's Ferry," had a brother Thomas Doggett, of Marshfield, who was a yeoman, but was also interested in shipping, as appears from the following:

"Jan. 12, 1732-3. Isaac Little of Pembroke receipts to Thomas Doggett Jr. in full for the earnings of 1-3 and 1-4 part of the sloop 'Middleboro' the past year, a fishing voyage and also what he was to allow for his berth and the berth of Nathaniel Stetson."

A toll-bridge was erected at Doggett's Ferry in 1825, and called Little's Bridge, from a family of that name who lived near, on the Marshfield side. This was made a free bridge March 20, 1865.

Just below Little's Bridge, William Vassall planted some oysters in 1640, making an oyster bank or bed. The oldest man now living in the neighborhood does not remember that any oysters were ever taken from the river, though fresh-water clams are very plenty along the banks as far up as Chapman's Landing, in Hanover. The inference seems to be that the oyster was not common to this river in early times. The following is from the Colony Records :

" 1639, December. Licence of liberty is granted to Mr. William Vassall to make an oyster bank in the North River sixty rods in length and across the said river in some convenient place near his farm there called the ' West Newland ' and to appropriate it to his own use forbidding all others to use the same without his licence."

Mr. Vassall built a bridge over Rotten Marsh Creek before 1636. William Vassall died in the Parish of St. Michael, in the Island of Barbadoes, in 1655.\* The following items relative to the Vassall family are taken from newspapers of early dates. From *The Boston Evening Post*, Jan. 28, 1760 :

" On Thursday morning died Mrs. Anne Vassall, the agreeable consort of Wm. Vassall, Esq. We hear her funeral will be attended this afternoon."

*Massachusetts Spy*, Feb. 20, 1772 :

" Died, Mrs. Elizabeth Miller, widow, sister to Wm. Vassall, Esq."

*Massachusetts Spy*, April 30, 1772 :

" Married, Mr. Richard Smith, merchant to Miss Lucretia Frances Vassall, daughter of Wm. Vassall, Esq."

Deane, in his "History of Scituate," says, "we have often regretted that the town was not called after the name of Hatherly." It certainly does seem strange that the inhabitants of So. Scituate should go so far out of their way as to name their town Norwell, when they have so many debts of honor to pay to the men who have made the town what it is to-day. None are more prominent among these than Timothy Hatherly, William Vassall, the Cushings, the Otises, the Cudworths, the Wantons, the Stetsons, and others, whose intelligence and benevolence have, years ago, won for their names a prominent place in the town.

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\* Historical Soc. Papers, Vol. IV. See also Deane's History of Scituate for a full account of this distinguished man.

We next come to the RAILROAD BRIDGE, which is at the time of writing inexcusably without a draw. The next point of interest below the Railroad Bridge is WILL'S ISLAND.

The last tributary to North River from Scituate is the FIRST HERRING BROOK, which rises in George Moore's Pond and Swamp (or Town Swamp) and Brushy Hill Swamp, in the central part of the town, and flows into North River at New Harbor marshes. Its whole length is scarcely three miles. Until mills were erected on this Herring Brook, alewives ascended as far as George Moore's Pond, and, as the stream was narrow, they were easily taken with nets. There were in early times beaver dams on the Herring Brook at the ancient fulling mill. LONG MARSH, so called in 1640, was on the First Herring Brook above the mills. GEORGE MOORE'S SWAMP and BRIDGE, on the south bank of the Herring Brook, were so named for George Moore, who came into Scituate from Plymouth, and in 1642 owned a large tract of land near Stockbridge's Mill Pond. His house was on the road from the mill to George Moore's brook on the northeast side, and near the brook. He died suddenly in 1677. Jury's verdict:

"That George Moore came to his death by a fainting fit or a sudden stopping of his breath. RHODOLPHUS ELLMES, *Foreman*."

George Moore's Bridge was erected about 1653.

Leaving this locality, and following the course of the First Herring Brook, we next come to the CLAPP MILLS. James Torrey erected a CLOTHING MILL here in 1653. His house stood in the NEAL FIELD, ten rods south of the gate to the road that leads to Hobart's Landing. Samuel Clapp occupied this mill in 1690, and many years later his son, Capt. John Clapp, had a grist mill and fulling mill at the same spot. On the Herring Brook, about a half mile below this site, was built a saw mill prior to 1646 by Isaac Stedman, who was in Scituate as early as 1637, and was later a merchant in Boston. He died in 1678. This was probably the *first saw mill erected in the colony*. In 1646 Isaac Stedman sold his house (which stood ten rods south of the dam), land, and saw mill to George Russell, previously of Hingham. In 1656 John Stockbridge\* purchased of George Russell one half the mill privilege, and together they erected a grist mill. John left to his son, Charles Stockbridge, his half

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\* The common ancestor of the Stockbridges, who located on the Third Herring Brook and in Hanover. See Deane's History of Scituate.

of the grist mill at Scituate, and Charles purchased, in 1665, George Russell's half. The sons of Charles, and their descendants, fell heirs to the property, which has always been known as STOCKBRIDGE'S MILLS. There was a bridge across the First Herring Brook at this point about 1640, and in 1670 the town, having obtained permission of Charles Stockbridge, voted "that the common road shall pass over his mill dam." Lemuel and Samuel A. Turner began the manufacture of nails in their factory on the First Herring Brook in 1825, and in 1829 there was one nail factory and one grist mill in operation on this brook.

The First Herring Brook flows through that delightful part of Scituate referred to by Samuel Woodworth in his poem, "The Old Oaken Bucket." Here is the "deep tangled wild-wood," "the brook and the meadow," "the cataract," "the mill," and not far from the mill is the residence of Mr. John Northey, the old homestead of Woodworth, and the well in which the "Old Oaken Bucket" hung. Charles O. Ellms, in the *South Shore Herald*, in October, 1885, gives two versions of the circumstances which inspired the poem, as follows:

"When Woodworth was sitting in his office one sultry afternoon, feeling thirsty, one of his friends, a tailor, went out and procured a bottle of Falernian. After both had drunk, 'There,' said the poet, 'that is the best thing I ever drank.' The tailor hung his head and said, 'Not so, I know one thing that beats it. When I was a boy after mowing I would go and draw the old oaken bucket from the well and drink the cold water. That excels this.'

But the one to be relied upon, says Mr. Ellms, is by his old friend, Geo. P. Morris, who, with the poet, established the *New York Mirror*. Morris afterwards established with N. P. Willis the *Home Journal*, and in the latter paper gives an account which reads as follows:—"The Old Oaken Bucket was written in the spring or summer of 1817. The family were living in Duane street. The poet came home to dinner one very warm day, having walked from his office, somewhere near the foot of Wall street. Being somewhat heated with the exercise, he poured out a glass of water (New York pump water) and drank it at a draught, exclaiming, as he placed the tumbler on the table: 'That is very refreshing; but how much more refreshing to take a good long draught, this warm day, from the old oaken bucket I left hanging in my father's well at home.' Hearing this, the poet's wife, who was always a suggestive body, said: 'Selim, why wouldn't that be a pretty subject for a poem?' The poet took the hint, and under the inspiration of the moment sat down and poured forth from his very soul those beautiful lines which have immortalized the name of Woodworth.

The poet was instructed in the classics by the Rev. Nehemiah Thomas of Scituate, afterwards he was apprenticed to Benj. Russell, editor of the

Columbia *Sentinel*, Boston. After serving his time he removed to New Haven, and started a periodical entitled *The Belles Lettres Repository*. Then we find him in 1813 in New York city, conducting a paper called the *War*. In 1823, with Geo. P. Morris, he established the New York *Mirror*. In 1827 he edits a paper called the *Parthcon*. Among his published works are: 'Beasts at Law or Zoologian Jurisprudence,' 'Quarter Day or the Horrors of the First of May,' and the 'Champions of Freedom.' Besides the above works he contributed poems from time to time to the papers of the day, also dramatic works for the stage; one, the 'Forest Rose' has had a great run."

During the first part of August, 1879, there appeared the following in the *Boston Herald*:

"To the Editor of the *Herald*: Seeing a few lines in your issue of yesterday, stating that 'The Old Oaken Bucket' was produced under the 'inspiration' of a glass of brandy and water, I am sure that the particulars relating to said 'inspiration' will prove interesting to many of your Sunday readers: Samuel Woodworth, the author of 'The Old Oaken Bucket,' died at New York in 1842, aged 57. He was a printer, and served his apprenticeship at Boston, in the office of Major Russell, the publisher of the *Centinel*. The popular and beautiful ballad, for which he is best known, is said to have had its origin under the following circumstances: He was employed in an office on the corner of Chestnut and Chambers streets, in New York. One day, with a knot of brother typos, he dropped in at an establishment kept by Mallory, on Franklin street, for the purpose of taking some brandy and water, which Mallory was famous for keeping. The liquor was excellent, and Woodworth seemed inspired by it; for, after taking a draught, he set his glass upon the table, and smacking his lips, declared that Mallory's *eau de vie* was superior to anything he ever tasted. 'No,' said a comrade, 'you are quite mistaken: there was one thing which, in both our estimations, far surpassed this, in the way of drinking.' 'What was that?' asked Woodworth, dubiously. 'The draught of pure fresh spring water that we used to drink from the old oaken bucket that hung in the well, after our return from the labors of the field, on a sultry day in summer.' The teardrop glistened for a moment in Woodworth's eye. 'True! true!' he replied and soon after quitted the place. He returned to the office, grasped the pen, and in half an hour 'The Old Oaken Bucket,' one of the most delightful compositions in the English language, was ready, in manuscript, to be embalmed to the memories of succeeding generations.—G. E. W."

Although the poem is familiar to every American it is inserted here, being descriptive of this locality.

#### THE OLD OAKEN BUCKET.

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How dear to this heart are the scenes of my childhood,  
 When fond recollection presents them to view,  
 The orchard, the meadow, the deep tangled wild wood,  
 And every loved spot which my infancy knew.

The wide spreading pond and the mill which stood by it,  
 The bridge, and the rock where the cataract fell,  
 The cot of my father, the dairy house nigh it,  
 And e'en the rude bucket that hung in the well.  
 The old oaken bucket, the iron bound bucket,  
 The moss covered bucket which hung in the well.

The moss covered bucket, I hail as a treasure,  
 For often at noon when returned from the field.  
 I found it the source of an exquisite pleasure,  
 The purest and sweetest that nature can yield.  
 How ardent I seized it with hands that were glowing,  
 And quick to the white-pebbled bottom it fell,  
 Then, soon, with the emblem of truth overflowing,  
 And dripping with coolness, it rose from the well.  
 The old oaken bucket, the iron bound bucket,  
 The moss covered bucket arose from the well.

How sweet from the green mossy brim to receive it,  
 As poised on the curb it inclined to my lips.  
 Not a full blushing goblet could tempt me to leave it,  
 Though filled with the nectar that Jupiter sips.  
 And now far removed from the loved situation,  
 The tear of regret will intrusively swell  
 As fancy reverts to my father's plantation,  
 And sighs for the bucket, which hangs in the well.  
 The old oaken bucket, the iron bound bucket,  
 The moss covered bucket which hangs in the well.

Samuel Woodworth, the author, was a descendant of Walter Woodworth. The female branch of the Woodworth family is still represented in Scituate in the families of Morritt and Sylvester.

Between Little's Bridge and the sea there flows into North River from Marshfield, first a brook on which was located WALKER'S NAIL FACTORY and which rises near East Marshfield village. BRANCH CREEK enters the River below TROUANT'S ISLAND. BROAD CREEK enters the River from North River marshes and LITTLE'S CREEK enters the River about 125 rods north of L. ROGERS' WHARF at White's Ferry.

After we leave the First Herring Brook the next point of interest on North River is WHITE'S FERRY at "New Harbor Marsh." This was called White's Ferry as early as 1768 as the following tends to show, taken from *The Boston Chronicle* 1768, April 4-11.







"A few days ago, Jacob Lincoln, a lad about 20 years of age, apprentice to Mr. Thomas Dillingham, blacksmith of Scituate, going in a ferry boat to a whaling vessel lying at White ferry, in North River, in jumping up to send off, unfortunately fell down between the vessel and boat and was immediately carried out by the tide; his body was found at the Hummocks nine days after."

In 1638 a ferry was established at North River by Jonathan Brewster of Duxbury. This ferry was at a place called "New Harbour Marsh," and it is now called "White's Ferry." Jonathan Brewster of Duxbury was the first ferryman. In 1641 Mr. Brewster sold his ferry privilege to Mess. Barker, Howell and others for £60. In 1645 it was kept by Ralph Chapman, who, in 1656 implored the court to excuse him "as it would bring him to extreme poverty" &c. He was excused "except on special occasions as bringing the magistrates over who dwell there." At "New Harbour Marsh" North River is very wide and contains many islands. Here it approaches the sea as if to burst through the beach, but turns almost at right angles to the east, and flows nearly south, parallel with the seashore for nearly three miles, before it finds its outlet, leaving a beach 20 rods wide and about 20 to 40 feet high, composed of round smooth pebbles. South River, a shorter but more rapid tide stream, flowing from Marshfield and uniting with it near the sea, aids in causing a shifting of these rivers' mouths to which must be added the mighty effect of the heaving and restless ocean, the conflict of winds, of tides, and contexture of the immediate shores. North River has at its mouth during full tide but nine feet of water, owing to the bar. Its embouchure shifts, advancing south a half mile, then receding as far, sometimes having one outlet and occasionally two, which was the fact in 1815. Vessels of over 200 tons were lifted up by gondolas lashed to the vessel at low tide or heaved with kedges.\* At White's Ferry there was a wharf for many years where vessels built at the yards above would receive their rigging. Ships were built here by the Halls and Keens. Vessels wintered in Fourth Cliff Bay in early times, finding good moorings at "PINCIN'S BANK." John Barker, who purchased the ferry of Jonathan Brewster in 1641, was drowned there in 1652. The colony records gave the verdict of the jury on the death of Isaac Robinson of Scituate, who was drowned in Barnstable as follows. Verdict:

"Drowned in going into a pond to fetch two geese, the pond being full of weedy grasse."

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\* See Chapter on North River Pilots.

John Rose of Marshfield died while gunning on the beach in 1676. Verdict :

“ Perished by the severity of the weather.”

In the Colony Records under date of July 31, 1656, is the following verdict :

“ Wee finde that this present day John Phillips Jr. came into his dwelling house lately known or called Mr. Buckley's house in good health as good wife Williamson affirmeth and sat upon a stoole by the chimney and by an immediate hand of God manifested in thunder and lightning the said John came by his death.”

Deane takes from the Colony Records the following : “ Richard Berry, Jedediah Lombard, Benjamin Lombard and James Maker fined for smoking tobacco at the end of Yarmouth Meeting House on the Lord's Day,” and referring to tradition Deane says, “ the early settlers were greatly addicted to smoking and that they would often disturb divine service by the clicking of flints and steels to light pipes and the clouds of smoke in the church.” Hence the colony passed a law in 1669, viz : “ It is enacted that any person or persons that shall be found smoking of tobacco on the Lord's day going to or coming from the meeting within two miles of the Meeting House shall pay 12 pence for every such default,” &c.

The will of Capt. Williams gives his brother-in-law his two boys, “ George and Thomas whom I obtained with my sword and my bow.” These were undoubtedly Indian slaves. Mary White, a resident of Scituate married about 1690 an African slave named James Nowell, and from them there descended quite a numerous posterity.

The company that arrived in the ship “ William,” set up a fishing station at Scituate in 1633 and from that time the fisheries of Scituate were very important. North River was also noted for its fisheries, a principal station for herring fishery being at *Gravelly Beach*. Most of the vessels used in the fisheries from Scituate were built on North River. For twenty years prior to 1830 an average of twelve or more vessels were built per year of from 40 to 400 tons each, and the average cost of getting them out of the river was \$1.00 per ton. Lindsay in his “ History of Ancient Commerce” asserts that in 1572 “ the largest merchantman that sailed from the Port of London was only 240 tons register.”

Only one of the vessels that composed the squadron of Columbus in 1492 had a deck, and the "Mayflower" that brought over the Pilgrim Fathers in 1620 was of but 180 tons burthen. The advantages to be derived from the encouragement of shipbuilding in New England were early appreciated by the managers of the Massachusetts Bay Company in London. In their first letter dated April 17, 1629, they state that six shipwrights had been sent to New England of whom Robert Moulton was chief. The first vessel built in the Massachusetts Colony was launched July 4, 1631, into the "Mistick" River at Medford. This was the Bark "*Blessing of the Bay*," 30 tons, owned by Governor Winthrop. In 1636 she was valued at £160. Richard Hollingsworth launched a ship of 300 tons at Salem in June, 1641. At Gloucester a ship was built in 1643 by a Mr. Stevens and others. In 1724 so important had shipbuilding become in Massachusetts that sixteen Master Builders belonging to the Port of London petitioned the Lords of the Committee of Plantations "not to encourage shipbuilding in New England because workmen were drawn thither." The war of the Revolution brought business to a standstill. Ships could no longer be built on English account and the danger of capture rendered navigation of the sea extremely hazardous. When the independence of the Colonies was fully established shipbuilding again became active. William Vassall in writing to Rev. John Wilson of Boston, June 7, 1643, describing his and Mr. Hatherly's and other farms said :

"Our lands reach ten miles or more to the Southwestward, by which runneth a faire river navigable for boats ten miles and hay grounds on both sides and hath an outlet into the sea about four miles from the meeting house."

The forests of white oak, which the early settlers found here, have long since been converted into ships. The black walnut has entirely disappeared, the spruce nearly so, and but few white oaks of any size are now cut. Pine, ash, beech, maple, birch, sassafras, and walnut are now common in our forests. A number of ship carpenters went from the North River to Beaver Harbor, N. B., to work on a vessel. Where they boarded there was a male cook, who used to take too much liquor. One day, when in this condition, he got offended with "Uncle Sam," whom many will remember, and tried to scald him. "Uncle Sam" gave him a black eye; and when the cook appeared, the next morning, he was asked how he came to have such a black

eye. "A horse kicked me," he replied, "and a mighty smart beast it was, too."

Constant Oakman built a *schooner* some time between 1821 and 1826 on North River. Below are given the names and histories, so far as can be learned, of some vessels that are registered as having been built on North River; but it is impossible to ascertain at what yards any of them were built: 1769. Sch. "SALLY," 35 tons, of Boston, George Homer, merchant, owner. This vessel was destroyed in 1803. 1774. "MINERVA," which was in China trade, and afterward whaling, and broken up at Nantucket in 1821. 1777. Sch. "BEE," 33 tons, William Boardman, of Boston, owner. 1781. Sch. "INDUSTRY," 31 tons, of Wellfleet. 1781. Sch. "SALLY," 25 tons, had a deep waist and a short quarter deck; of Boston; owned by Joshua Torrey of Weymouth. 1783. Sch. "SUCCESS," 30 tons, owned by Eben Parsons, merchant, Boston. 1784. Sch. "JENNY," 63 tons, of Boston. 1784. Slp. "WELLFLEET," 25 tons, of Wellfleet, Thomas Melville, Surveyor. 1784. Sch. "WILLIAM," 56 tons, of North Carolina. 1785. Sch. "MOLLY," 55 tons, of Barnstable. 1785. Sch. "NEPTUNE," 67 tons, of Cohasset. 1785. Sch. "ESTHER." 1785. Brig't'n "HOPE," 134 tons, of Boston. 1786. Sch. "DILIGENT," 81 tons, Robert Gray, owner, of Boston. Probably lost on a voyage to Guadaloupe in 1807. 1786. Sch. "LUCY," 58 tons, James Tisdale, of Boston, owner. 1786. Brig "FRIENDSHIP," 118 tons, of Boston. 1787. Sch. "FLYING FISH," 32 tons, Eben Parsons, merchant of Boston, owner; James Taylor, master. 1787. Brig't'n "LADY WASHINGTON," 118 tons, of Boston. 1789. Sch. "RUBY," 85 tons, of Boston. Condemned at Sandwich Islands in 1824. 1789. Sch. "PHENIX," 68 tons, of Hingham, George R. Cushing, of Hingham, owner. 1790. Brig't'n "HANNAH," 130 tons, of Boston. 1790. Ship "UNION," which was the first ship that ever had whaling agreements for proportions of captured oil, etc. Prior to this time men shipped by contract by word of mouth, — no writing. She made two voyages, and on going out, in 1807, was supposed to have been sunk one night by a whale. The crew took to their boats, and in twenty days reached Fayal. 1791. "WASHINGTON." 1791. "HECTOR." 1792. Brig "PEGGY," 134 tons, of Boston. 1793. Slp. "CATHARINE," 85 tons, of Boston. Lost near Mt. Desert in 1816. Ship "COMMERCE," 241 tons (?), Capt.

Hardy, was built on North River in 1795. Probably the same "Commerce" that was condemned at Tonningen in August, 1810. 1796. Sch. "SALLY," 24 tons, of Kingston.

In 1796 there was also built on North River the whaleship "ESSEX." Pollard, who was master of her, was an officer on Fulton's steamer in 1807. The "Essex" was bought from Salem by Nantucket merchants in 1804. She and her crew have quite a history, which is given in a book published by Capt. R. B. Forbes in 1884. The "Essex" sailed from Nantucket Aug. 12, 1819, under command of George Pollard, Jr. They had an uneventful passage around Cape Horn into the South Pacific, but Nov. 20, while in Lat. 40° So. Lon. 119° W., they sighted a school of whales, and all the boats were sent in pursuit. Owen Chase fastened to a large whale, which smashed his boat, but he stuffed cloths in the hole and reached the ship. A large sperm whale was lying quietly on the ship's weather-bow, which spouted and went down, but came up again and slowly made his way toward the vessel, but increased his speed, and struck with great force with his head just forward the fore chains, throwing those on board off their feet. He disappeared, and was next seen, apparently in convulsions, about a hundred rods to leeward. Finally, after much manœuvring, he again came at the ship at full speed, and struck her directly under the cathead and completely stove the bow. The ship was now filling rapidly, and there was only time to snatch two compasses, two quadrants, two Bowditch navigators, muskets, powder, files, rasps, nails, turtles gotten at Galapagos Islands, and about six hundred pounds of dry bread, and each boat had sixty-five gallons of water. The ship soon fell over on her beam ends, full of water. The allowance of food was one biscuit and a half pint of water a day for each man. Washboards were fitted to the sides of the deeply laden boats. On Dec. 9th, some flying fish struck against the sails, dropped into the boat, and were devoured, bones, scales, and all. On Dec. 16th, the allowance of bread and water was reduced one half. Some relief was found by bathing in the sea. This led to the discovery of barnacles on the boat's bottom, which were eaten with a relish. On Dec. 20th, land was seen, and upon examination of their "Bowditch," it was found to be Ducies Land, Lat. 24° 40' S., Lon. 124° 40' W. Eggs, birds and shell-fish were found and devoured raw. Two days afterward they found a spring, and nearly died from drinking the water in excess.

The only vegetable was pepper-grass. By Dec. 27th, they had exhausted everything on the island, excepting the water, and departed, leaving behind them William Wright and Seth Weeks of Barnstable, and Thomas Copper of Plymouth, England. They now headed for Juan Fernandez. Jan. 10th, M. P. Joy, the second mate, died. This was the first death. Jan. 12th, the three boats were separated in Lat.  $36^{\circ} 16' S.$ , Lon.  $112^{\circ} 20' W.$  The allowance of bread was now an ounce and a half per day in Chase's boat. Jan. 20th, Richard Peterson died, and was committed next day to the sea. Feb. 8th, Chase says, "Our speech and reason seemed impaired." Isaac Cole became mad and soon died. Consultation was held, and the terrible verdict rendered that he must serve for food. Chase's journal says: "We separated his limbs from his body, cut off all the flesh, took out the heart, sewed up the remains in canvas, and committed it to the deep, and, making a fire, partook of it and preserved the remainder for future use. The next morning, 10th of February, we found the flesh spoiling, and made a fire to cook it to prevent its being wholly lost. For six or seven days we lived on it. On Feb. 15th, our stock of flesh was exhausted, and we were down to the last two cakes. Our limbs had become swelled, and pained us exceedingly." On Feb. 18th, Chase's boat was rescued by the brig "Indian," Capt. William Crozier, of London, in Lat.  $33^{\circ} 45' S.$ , Lon.  $81^{\circ} 03' W.$  In Capt. Pollard's boat a like necessity obliged them to sustain life by eating the body of a colored man, Charles Shorter. Stephen Shepherd, colored, died in the second mate's boat, and Samuel Reed, colored, in the captain's boat, and were used as food. The second mate's boat became separated from the captain's Jan. 28th, in Lat.  $35^{\circ} S.$ , Lon.  $100^{\circ} W.$ , and was never heard from. In Capt. Pollard's boat, he and the three remaining men cast lots to see who should be sacrificed, and the lot fell to Owen Coffin, cousin to Capt. Pollard, who wished to take his place; but Coffin claimed the right to be sacrificed to save his comrades, and submitted to his fate with great fortitude. Lots were drawn to see who would be his executioner, and it fell to Charles Ramsdale. On Feb. 11th, Bruzilla Ray died, and on these two bodies the captain and Ramsdale subsisted until the morning of the 23d, when they were rescued in Lat.  $37^{\circ} S.$  by the whaleship "Dauphin," Capt. Zimri Coffin, of Nantucket, and arrived at Valparaiso on March 17th. At Valparaiso, Capt. Downs, of the U. S. frigate "Macedonian," bargained, for one thousand dollars, with an English ship bound

to Australia, to stop at Ducies Island, which she did, and rescued the three men left there. Such were the sufferings of the crew of one of the North River built vessels. There are no survivors of the ill-fated "Essex" now living. Capt. Robt. B. Forbes gives a most elaborate account of this vessel, the substance of which the author has endeavored to state in the foregoing sketch.

There was built on North River, in 1804, the "SAMUEL," a whaler. Robert Jnott, who commanded Fulton's steamer in 1807, was master of the "Samuel." She was condemned, full of oil, at Rio Janeiro, 1822. 1805. "BROTHERS," which was lost on the coast of Brazil in 1824. Also in 1805, ship "CHARLES," which was lost in a "Norther" in 1823, at Valparaiso. In 1809, the "THOMAS," condemned at Woahoa, Sandwich Islands, 1825. In 1816, "GEORGE." She was condemned in 1857, at Woahoa, Sandwich Islands. In 1817, "GOVERNOR STRONG;" in 1823 sold to Uruguay. Also in 1817, the "VULTURE;" sold to New York, and in 1826 condemned at Gibraltar. In 1818, "EQUATOR;" about 1851 broken up at San Francisco. Also in 1818, "EAGLE;" in 1837 she was broken up at Nantucket. Also in 1818, "RAMBLER;" condemned at Apia, Navigator Islands, one of the Hervey Group, in 1852. F. C. Sanford owned, and in 1838 went around the world in her. In 1818, the "HERO;" she made many good voyages, and in 1856 was condemned at the Cape of Good Hope. 1819, "COLUMBUS;" broken up in California in 1851. F. C. Sanford saw this ship broken up by Chinamen alongside the ship "Cadmus," that in 1824 brought Lafayette to America. 1821. "LOPER;" made a sperm whale voyage in the Pacific Ocean in 1830, bringing 2270 barrels of sperm oil in fourteen months, twenty days. Most oil in given time. In 1835 she was lost off Marinam, W. I. 1822. "KINGSTON;" in 1850 sold to Sydney, N. S. W. Also in 1822, "FALCON;" on her second voyage she went ashore at Society Islands, and was a total loss in 1826. Coffin Chase, now living at Philadelphia, aged ninety-two, was on her when she was lost. Sch. "SPECIE," 72 tons, was built in 1827 on North River; commanded by Capt. Smith; owned in 1865 by Smith & O., Philadelphia.



### CHAPTER III.

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#### NORTH RIVER PILOTS.

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CAPT. ANTHONY COLLAMORE, WANTONS, SAMUEL DOGGETT, JOHN DOGGETT, MARK HATCH, CAPT. BARDIN SYLVESTER, BENJAMIN HATCH, BENJAMIN DAMON, JAMES ELDREDGE, FREDERICK HANDERSON, JOB YOUNG, BENJAMIN HOUSE, JR., JACOB AMES, JAMES AMES, ALVIN HALL, SAMUEL HALL, BENJAMIN KEENE, ASA SHERMAN, ASA SHERMAN, JR., TOBIAS OAKMAN, CAPT. DAVID CHURCH, TIMOTHY WILLIAMSON, UNCLE TOM TRIPP, CAPT. LUTHER ROGERS, CALVIN LEWIS, JERRY GUNDERWAY, CAPT. CHARLES L. TILDEN.

IN the earliest records North River was recognized as being the most important stream in the Colony, not only for its fisheries and the shipbuilding on its banks, but as an outlet to a large inland country. Packet lines were established prior to 1700, and trade carried on with coasting vessels which found their way up this branch of the sea. The population of Scituate at various periods was as follows: In 1638, freemen 22, townsmen 19, total male population 41; in 1643 males from 16 to 60 years, 100. By the United States census of souls in 1800 there were in Scituate, 2728, number of houses 421.

In 1681 the bark "ADVENTURE," 40 tons, sailed from North River for the West Indies. She was owned by Scituate and Marshfield parties. *Capt. Collamore* and the *Wantons* carried on a considerable trade on the North River previous to 1670. Capt. Anthony Collamore was wrecked while on a coasting voyage from North River to Boston, and lost on Scituate Beach December 16, 1693, at a place now called Collamore's Ledge.

*Samuel Dogget* sailed from North River about 1700.\* He

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\* See Chapter on North River continued.

owned the sloops "DOLPHIN" and "SWAN." John Doggett, the son of the first Thomas, had a grandson *John*, the son of *his* son Thomas, who kept Doggett's Ferry, now Little's Bridge, in 1730. He was also a mariner and sailed at one time as captain of the sloop "*Patience*," as appears in the following :

"March 19, 1728-9 John Holbrook Jr., of Scituate secures Thomas Doggett of Marshfield on a bond by a Bill of Sale of  $\frac{1}{3}$  of the decked sloop "*Patience*," Capt. John Doggett, about 60 tons now fitted for sea and at anchor in North River."

There entered at the port of Plymouth, Mass., from North River during the year 1773 the following vessels :

March 19, 1773. *Mark Hatch* enters Slp. "RANGER," 65 tons, from North River, with 3 bbls. cider.

This is probably the same sloop referred to in the following receipt.

"Hanover, July 12, 1777. Rec'd of Samuel House and Atherton Wales £133 six shillings eight pence in full for one quarter part of ye sloop cal'd ye "Ranger" and one quarter of her cargo consisting of lumber now on a voyage to ye West Indies Together with one quarter part of ye net proceeds of sd. voige. We paying one quarter part of ye men's wages & victuling ye sd. vessel commanded by *Capt. Barden Sylvester*. Caleb Turner."

March 19, 1773. *Benj. Hatch* enters Slp. "PATTY," 20 tons from N. River, with 12 cords of wood.

April 6, 1773. *Benj. Daman* enters Slp. "HANNAH," 25 tons, from Marshfield, with 12 $\frac{1}{2}$  cords of wood.

May 14, 1773. *Jas. Eldredge*, enters Sch. "DOLPHIN," 24 tons, from North River, with Ballast. *Fredk Handerson*, enters Sch. "SPEEDWELL," 15 tons, from No. River, with Ballast. *Benj. Hatch*, enters Slp. "POLLY," 18 tons, from No. River, with 12 cords of wood.

May 15, 1773. *Benj. Daman*, enters Slp. "POLLY," 18 tons, from No. River, with 11 cords of wood.

May 28, 1773. *Benj. Duman*, enters Slp. "HANNAH," 25 tons, from No. River, with 11 cords of wood.

May 28, 1773. *Benj. Hatch*, enters Slp. "POLLY," 18 tons, from No. River, with 9 cords of wood.

June 3, 1773. *Job Young*, enters Slp. "UNION," 15 tons, from No. River, with 2 tons Pott Iron.

July 28, 1773. *Benj. Daman*, enters Slp. "HANNAH," 35 tons, from No. River, 20 cords of wood.

Jan. 5, 1774. *Benj. House, Jr.*, enters Sch. "DEFIANCE," 25 tons, from Scituato, with 150 blbs. mackerel and 3 cords of wood. These packets are all said to have been built on North River.

The captains of these vessels were of necessity skilful pilots, as only those who were thoroughly acquainted with the shoals, rocks and bars could navigate North River with safety. Vessels coming into the river from other ports and those built on the river were piloted by North River Pilots, few of whom are now living. In getting large vessels down and out of the river the pilots had to work very quickly and bury an extra "kedg" ahead before they had "heaved up to" the previous one, or the vessel would lose steerage way and drift to the shoals on either bank. Below Little's Bridge the channel is very crooked, and near the mouth of the river is a bar, through which at times it was necessary to cut the vessel's keel. On the way down river the vessels were kept in the channel by four guys, two from the bows to each bank, which were called breast lines, and two from the quarter decks, called quarter lines.

When a vessel drew so much water that it was necessary to cut her keel through the bar, they would go to the beach beyond and bury heavy planks in the sand five or six feet deep, laying them at right angles with the position of the vessel, and from their centre attached chains, which they carried along in covered trenches until some distance from the planks, where they would lay them on the surface. The process of burying these planks was called "burying niggers." A tackle would be attached to the end of the chain and carried up the river to the windlass on the bow of the vessel. Scows also were invariably lashed, just below the bow and stern at low tide to help raise the vessel. With much tackle and large blocks, and often with fifteen men heaving at the windlass, they would get the vessel inch by inch through the bar, or shoals. Sometimes vessels could not be gotten out during one course of tides and would have to lay until the next course of high tides. A very singular feature of North River is the shifting of its mouth from Beetle's Rocks, which are located about a quarter of a mile south of the present

mouth of the river, to the shoals, a shallow place, where the tide is strongest, and which was the cause of great annoyance in navigation. Vessels grounded about half a mile from Beetle's Rocks, it requiring sometimes several days to get them off. Within Capt. Asa Sherman's remembrance, the mouth of the river has worked its way nearly to the shoals and back again, and is now coming north.

An old sea captain, who lived near North River and used to pilot vessels, was going down one day on a new ship after launching. He was very anxious about a rock in the river, and being afraid the vessel would strike, sat out on the bowsprit, and kept singing out, "Haul her over to Scit-i-ate;" by and by he took out his snuff box, and while taking a pinch managed to fall into the water. He arose to the surface shouting and calling out "at the top of his lungs," "Haul her over to Scit-i-ate." He evidently thought she had struck.

*Jacob Ames, James Ames, and Alvin Porter* used to pilot vessels down the river. There was one old pilot, a retired sea-captain, who (like many others, undoubtedly) used to give his orders in the imperative mood. On the meadow banks on both sides of the river were many men with long ropes from each bow and each quarter to pull or to check, according to the command received from between the "knight heads." "Old Neptune" magnified his office and roared out his orders like the voice of many waters. He was not at all fastidious about his language, and his epithets were not suited to ears polite, but to "Jack Tars" with whom he had had to do. His "Pull away there on starboard bow," or, "Hold on port quarter," would have had no moving force without the torpedo snap that made the command tingle with authority. He was a character in his day and has sworn many a good ship from Barstow's Yard down to the mouth of the river. *Samuel Hall*, who was born 1770, and died 1806, was captain of the packet ship "Dolphin," which plied on North River. *Benjamin Keen* ran a North River packet ship in 1820.

*Asa Sherman* of White's Ferry is the oldest North River pilot and packet captain now living. For 37 years he was in command of Packets running between North River and coast-wise ports. He was son of Asa Sherman of Centre Marshfield and was born February 28, 1801. Asa, senior, was captain of packets

*Asa Sherman* sr.

running between North River and Boston for about ten years. The first sloop that Asa, Jr., commanded was the "Albion," which was running on the river line when he took her in the year 1827. His next vessel was the "Hanson," built in Pembroke in 1833 by Briggs & Turner. His third vessel was the Slp. "Susan," built in 1834 by the Halls at White's Ferry, which he took in 1837. His fourth was the "Betsey Ransom," which he took in 1844. This vessel was bought from Scituate. His fifth packet was the "Herschel," 1851, bought from Sandwich. His sixth was the "Prompter," bought at Portland, and his last packet was the "Ellen Elizabeth," which was bought in Boston, and which he sailed from 1856 to 1864. The location of the landings he made were as follows: beginning at the mouth of the river, 1st., White's Ferry, 2nd, Little's Bridge, 3rd, Union Bridge, 4th, Hobart's or Briggs' Landing, 5th, Foster's Landing, 6th, Job's Landing, 7th, Alden Briggs' wharf, or the Brick-kiln, 8th Town Landing at No. River Bridge, Hanover. The vessels were owned by the principal business men of the towns bordering on the river.

Capt. Sherman's regular trips were for carrying freight to and from Boston and occasionally to other places, as Scituate Harbor, Duxbury, Plymouth and any of the towns on the coast from Cape Ann to Cape Cod. Freights to Boston were usually wood, charcoal and farmers' produce; returning with lumber, ship-supplies, goods for the stores, &c. He made yearly trips to the camp meetings held at Provincetown, where he carried a great number of passengers. He brought the lumber and materials for erecting the original Daniel Webster house and farm buildings. He was an eye-witness of the engagement between the men-of-war "Chesapeake" and "Shannon." Before the battle the British came into North River for provisions; they took three calves from the farm of Waterman Thomas, on Marshfield Neck, and caused some disturbance among the people in the vicinity. The father of Asa Sherman, Jr., Capt. Sherman, mustered his company of militia, and went to meet them, but they quickly took their booty and left for their vessel. Capt. Asa Sherman, Sr., was in command of the Slp. "Mayflower" from 1824 to 1828, and of the Slp. "Magnolia" from 1828 to 1833. The "Mayflower" was built in Pembroke in 1823, and the "Magnolia" in 1828, at Hanover, by Barker Turner. The Sch. "Nancy," built by Samuel Kent at the Harbor in 1803, was used as a packet on North River, and commanded by Capt. Sherman, Sr.

*Tobias Oakman*, of Oakman's Ferry, was master of a packet sloop sailing from North River Bridge, Hanover, to Boston, for over forty years. *Capt. David Church* was his successor. Capt. Church was well known in his day, and was called by the old settlers "a substantial man." He had many peculiarities, one of which was his manner of dress. With the exception of his boots and shoes, every garment he wore was made in his own house, of wool from his flock of sheep or flax from his field. He wore everything its natural color, and his trousers were always tucked into his stockings. It is said he was never known to wear a dyed garment. The shipbuilders had so much confidence in him that he made nearly all of their purchases. At one time he went into a Boston store where he had not before traded, to purchase five tons of iron, and, while making his inquiries, he noticed that they regarded him with some suspicion. "Fogs," said Capt. Church, "you look at me as if you had some doubts about me. I want you to understand that I do not come out of North River without five or six thousand dollars about me." He then took a package of several thousand dollars from his pocket. The firm replied, "We are pleased to make your acquaintance, and shall be happy to attend to all your requests."

*Timothy Williamson* used to run a packet sloop between Boston and North River. He was a great gunner, and, being usually the only man on board his small craft, he would begin firing his "flint-lock" some time before reaching the draw-bridge, in order to have it opened for him. Those living in the region of Little's Bridge remember hearing the "bang," "bang," "bang," and they always knew it was Tim Williamson coming up the river. He was a high-tempered fellow and a smart workman, and used to pilot vessels out of the river from the yards above. About 1819 he was paid \$11.66 for fourteen tides on the ships "Foster" and "Peruvian," built at the Wanton Yard. He once had a terrible fight with a shark, near Little's Bridge, which he finally killed. He ran his sloop from about 1840 to 1846, and finally accidentally shot himself, which injured him for life. Until 1820 or later, every male citizen was obliged to keep a gun and twenty-four rounds of ammunition. Inspection was the first Tuesday in May, and if the gun lacked good order, was not properly oiled, or the flint was not right, a fine was imposed.

There was another queer character, which any sketch of the

North River pilots should include. This was *Uncle Tom Tripp*. Of his origin or nationality there is little or nothing known. He was uncle to everybody living on either bank of North River. Rev. William P. Tilden says, "Uncle Tom Tripp seemed an old man when I was a small boy." He was evidently so queer looking that he might have been taken for almost any age. He was very short, almost a dwarf, and wore a slouch hat, long coat, and boots coming up to his middle, which, together with his weather-beaten face, made him a curiosity to look at. He lived on the river, a sort of human muskrat. If a pair of bilgo-ways were to be floated from one yard to another, or spars or logs transported from one landing to another, "Uncle Tommy" was the man to do it. He would lash the long timbers or spars together, wait for the tide to float them, and then jump on with his water-proof boots, and, with a long setting-pole, keep the "water-logged" craft in the channel, and coax it leisurely down or up with the tide, as the case might be. When the tide turned he would tie his charge to a stake, and cut across the fields to the nearest house for refreshments and lodging. He was a great "story teller," and a very harmless one. There was one place especially where he always found a cordial welcome. This was the hospitable home of Mr. Sam. Hatch, who lived on the banks of the First Herring Brook. "Uncle Tommy" could get here by water. Mr. Hatch had a large farm and a yet larger heart. He was a "good liver," as they used to say, and there was always something in his well-filled pantry for any poor waif who might happen along. It was in his spacious kitchen, in front of his open hard-wood fire, that "Uncle Tommy" found an earthly paradise. Here he could eat, drink, smoke, and tell stories to his "heart's content." How or when he finally "shuffled off this mortal coil" (a most fitting phrase, by the way, for one so often coiled up in his wet ropes during life), no one appears to know. Perhaps, like his prototype, he went into a hole in the river's bank, and there sleeps sweetly. Let the river, every reach of which he knew by heart, be his monument.

Many will remember the North River packet "Pico." The "Pico" was originally an old North River "gundalow." *Capt. Luther Rogers\** built on a bow and stern, after which he used to "take his umbrella and go to Boston in her." *Calvin Lewis* ran a packet between Marshfield and Boston about 1850.

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\* See Rogers's Yards.







**JERRY GUNDERWAY.**

*Jerry Gunderway* was a negro, "black as the ace of spades," and a North River pilot, who would pilot anything from a small fishing smack to a "gundalow" of salt hay, or a full-rigged ship. At one time he was quite intemperate, and a great smoker, but during the last forty years of his life he was a slave to neither habit. One day he went to old Mr. Torrey, and asked him if he would come to his house and chain him, as he often did when he felt he was going to have an attack of the delirium tremens. Jerry always knew when he was going to have an attack. Mr. Torrey drove staples in the floor, and locked the chains which bound Jerry to them. Jerry then requested that his wife Cecilia should have the keys, telling her that she must not give them to him, no matter how loud he called for them.

At one time he was confined in the cell of the almshouse. One of the old "rum-sellers" of those days happening along, asked Jerry what brought him there. "Your rum," said Jerry. He used to eat a half a pound or more of raisins a day after he stopped drinking. The habits were broken for the following reasons: He was piloting a "gundalow" of green hay, which caught fire from his pipe, and he came to the conclusion that, if he was such a smoker that he set green hay on fire, and burned it up, he would stop; and he never smoked again. He never drank after being confined in the almshouse with delirium tremens. He was a sensible fellow, and know, he said, that then it was time to stop drinking. He was a great dancer. He had many peculiarities, especially in his manner of living. He lived at one time in a little old house in Scrabble Lane, and slept on the hearth with his head on a block of wood ten inches high. The block is now in existence. One of his favorite amusements was getting a party of men and boys, and an ox sled, and going to Coleman Heights or Hills to slide down in the winter time. Once the boys invited Jerry to ride on the tongue, which was turned back over the sled, and they so guided the sled that it should strike a fence; consequently, the tongue, acting as a lever by the sudden stop of the sled, threw Jerry far over into a snow-bank in the field beyond. Jerry took it in good part, and undoubtedly got square with them later. He once chased a fox off the Fourth Cliff, and, not being able to stop, fell some twenty or more feet. Jerry died many years ago in the So. Scituate Almshouse, where he desired to be when sick, for he was sure of good care. At other times he lived alone, and there was therefore no one to care for him during the latter part of his life.

*Capt. Charles L. Tilden* was the last North River pilot running in the packet line between North River and Boston. He was born May 9, 1819, in East Marshfield, where he now resides, and is still a "live man," though now past his seventh decade. He has a fine home in the village, made more pleasant by a family, who look after his interests and make him forget that he is now on the down grade in years. In seeking an interview with Capt. Tilden, a short time since, we found him busily engaged in a grave-yard, evidently not on his own account, as he shows no signs of needing a resting place there for many years to come. Like most boys that are born within the sight of water, a boat was his first thought, and at a very early age he made daily trips in quest of cod and haddock, which were then so plentiful on our coast. He had learned the trade of a shoemaker, at which he worked during the winters, but with the pleasant days of spring he launched his little schooner "George Washington," and betook himself to his favorite calling. As he grew older, his skill in handling craft gave him command of one of the packets. It required a daring man to run a vessel over the quicksands and shoals, at the mouth of the river, that were continually shifting in storms and tides; but Capt. Tilden made his trips with great regularity, and his vessel could always be depended upon to arrive at her eight landing-places on the river at nearly her stated hours, under any conditions of weather. He ran the sloop "J. Franklin," (built at East Greenwich), thirteen years, when she was sold. His next packet was the Sch. "Daniel Webster," 43 tons, built for Samuel Hall and Capt. Tilden, at Bath, Me., and his last was the sloop "Trader,"\* which was the last packet run on the river. The heavy baggage wagons run between Marshfield, Pembroke, Hanover, and Boston, succeeded in turn by the railroads, caused a decline in the packet business, which eventually had to be discontinued. Capt. Tilden's knowledge as a pilot now came into play, and for a dozen years he piloted the ships built on the upper yards to Boston, and other places, under jury masts, to be rigged and receive their cargoes. His last ship he took from Union Bridge to Provincetown in a fog so thick that eyesight was of little use; but he got it safely into port a few minutes start of a northeast gale, which, if it had caught him, judging from its power, he thinks would probably have carried him right over the Cape into Buzzard's Bay. Capt. Tilden is blessed with a happy

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\* See Rogers's Yard.

disposition, and reminiscences of his early days are to him pleasant memories. He and his family are very fond of music, and some forty five years ago he was a member of the East Marshfield Brass Band, which travelled quite extensively among the towns on the Cape, giving concerts. He also played the bass viol in the church for forty years. The church and headstones in the little graveyard beside it still stand, monuments to prove that his playing was of the mildest sort, and not the real old Orthodox kind that we used to hear, which would scrape the rafters in the church at every draw of the bow.

The schooner "Daniel Webster," spoken of above, is now used as a packet between Provincetown and Boston. Capt. Tilden made eight landings on the river during the most prosperous seasons. The farthest landing up river was Alden Briggs', at the Brick-kilns. Second. Job's Landing. Third. Ichabod's Bank, named after Ichabod Hatch. Fourth. Gravelly Beach. Fifth. Block House, where James's ship-yard was located. Sixth. Union Bridge. Seventh. Stephen's Bank, named after Stephen Rogers. Eighth. White's Ferry. He also made landings at North River Bridge regularly when there was freight. He made his last trip as a North River pilot just prior to 1870, and his last trip as a commander of a North River Packet was made since the close of the Rebellion, or only a few years previous to 1870. Below are some verses, written nearly fifty years ago by an old North River ship-builder, descriptive of one of the good old farm-houses where the "latch-string" was always out, and where all were sure of a warm welcome :

Of Green Bush farm 'twill be no harm  
To take a slight survey ;  
The tenants next shall be our text,  
Judge ye of what I say.

Horse, sheep, and cows run loose to browse  
Throughout the spacious fields ;  
Turkeys and hogs, hens, cats and dogs,  
The farm profusely yields.

Munroc and Ben are all the men  
Who work upon the soil.  
Old Mr. \* \* \* \* \* surveys each patch,  
And shows them where to toil.

Here peddlers stop to fill their crops,  
And sell their pretty toys,—  
Chat with the girls, admire their curls,  
And scold the little boys.

Thus I have told, with feelings cold,  
How things out doors appear ;  
'Twill be no sin to peep within,  
And view the dwellers here.

The foremost one for making fun  
You'll find is Mr. \* \* \* \* \* ;  
For native wit he never yet  
Has found an equal match.

His form and size none can despise  
Who like the German caste ;  
His hands and feet are small and neat,  
To suit the Chinese taste.

His body large, a spacious charge  
As all might well suppose,  
When he in haste, with rapid pace,  
Like Falstaff puffing goes.

His hair, once light, is now as white  
As snow-flakes when they fall ;  
His locks with knack he brushes back  
Upon his hoary ball.

His whitened pate in size is great,  
Though odd the shape appears.  
Above the eyes, how small the size,—  
How huge behind the ears.

Now let us quiz his noble phiz,—  
As red as any rose ;  
A lucifer match would surely catch  
If rubbed against his nose.

His eyes are gray, most folks would say,  
With border cherry red ;  
Like diamonds bright they flash forth light,  
Though deep sunk in his head.

He's so engaged he seems enraged  
When stories he does tell ;  
Your ribs he'll punch, your shoulders hunch,  
To make you listen well.

To view his mouth, of spacious growth,  
Would cure a fit of dumps;  
To see within, when he does grin,  
A ghastly row of stumps.

His teeth are few and far between,  
And I have heard it said,  
It's rather doubtful if he can show  
More than seven in his head.

## CHAPTER IV.

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### NORTH RIVER BRIDGE YARDS.—1668-1836.

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DANIEL TURNER, JAMES BARSTOW, WILLIAM BARSTOW, WILLIAM BARSTOW, JR., BENJAMIN BARSTOW, GIDEON BARSTOW, NATHANIEL OR "BUILDER SILVESTER," NATHANIEL SILVESTER, JR., JONATHAN SAMSON, BARKER TURNER, JEDUTHAN PALMER, ENOCH MAGOUN.

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**T**URNER'S YARD was the furthest point up the river at which any vessels were built. The site is visible from the present bridge, being but a few rods above, in a small ravine or gorge, now somewhat levelled, on the land of the late Horatio Bigelow. It was improved by *Daniel Turner*, previous to 1699 and later; but the names of none of his vessels have been ascertained. Daniel was a son of Humphrey Turner, of Scituate.\* He removed from Scituate to a spot near Barstow's Bridge, which was just above North River Bridge, and in 1665 married Hannah, daughter of William Randall. He probably commenced the building of vessels soon after this date, and may have resided where Mrs. Bigelow's house now stands. He had a grandson, Amasa, who removed with his family to Lancaster. Other descendants of his are now living in Hanover and vicinity.

Previous to the Revolution, *James Barstow* used this yard, and until he removed to Duxbury, where he engaged in ship-building for many years. He died in Duxbury in 1808, leaving a family. His eldest son, James, a ship-builder, was killed at Kingston, in the great gale of Sept. 23, 1815, by the fall of

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\* See Deane's History of Scituate.

a plank from the staging of a ship on which he was at work. *His* son James, born Nov. 25, 1786, was a ship-builder at Mattapoisett, where he died, leaving a large family, whose descendants are now living there.

The next yard was the "*Old Barstow Yard*," so called. It was located just below the Barstow Bridge, and it is said that the vessels stood on land now occupied by the present abutments of North River Bridge, on the Hanover side. The bows were pointed up on the land now owned by the Bigelows, and the sterns were on land just below the present bridge. The road now passes over the spot where these vessels formerly stood. When the Barstows commenced building larger vessels, they abandoned this yard, and removed farther down the river, because, when launched, their vessels frequently struck against the rocky ledge on the opposite shore. The Old Barstow Yard was next to the oldest on the river, and was first improved by *William Barstow*. He came to New England in 1635, in the vessel "*Truelove*."\* He appeared in Scituate (now Hanover) in 1649, and built for himself a house about forty rods back of where the Second Congregational Church now stands, on Oakland Avenue. The partially filled cellar, and a few old apple-tree stumps, now mark the place of abode of the pioneer of ship-building in Hanover, which business was followed by his descendants for two centuries. He probably began building vessels a few years before his death, which occurred in 1668. From an old paper is taken the following:

"Samuel Prince, Esq., died at Middleborough, Fri., July 5th, 1728. Born in Boston, May, 1649. Married Martha, daughter of Mr. Wm. Barstow, of Scituate, 1674, for his first wife. By her had three sons and two daughters."—*The New England Weekly Journal*.

William Barstow's son *William*, born 1652, resided in his father's house, and followed the business of ship-building. *His* son *Benjamin*, born 1690, occupied the old homestead, and succeeded to the yard at the bridge, where he built for many years. He had three wives and twenty-one children. *His* son *James*, born 1734, built in the yard just above his father's, the location of which has been described. James' brother *Gideon*, born 1738, succeeded his father, Benjamin, at the old yard, but finally removed to Mattapoisett, where he died in 1826, leaving several children. From their brother Thomas, born 1732,

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\* See Barry's History of Hanover, and Deane's History of Scituate.



descended the Barstows, who built further down the river. It was probably Benjamin's father who decided that it was unwise to remain longer at the old yard, and established one at the "Two Oaks," some time between 1745 and 1755.

After the Barstows left the yard, or about 1745, it was improved by Nathaniel Silvester, familiarly known as *Builder Silvester*. He was born in 1718, and about 1743 built the house afterward occupied by Rufus Farnham, later by Zenas Sturtevant, and now by John Fisher. It belongs to the farm of the late Horatio Bigelow, by whose widow Mr. Fisher is employed. This house was at one time, previous to 1815, a tavern, and kept by Tilden Crocker, or Crooker, who died in Quincy, Nov. 21, 1853, and was buried from Capt. Farnham's house, Hanover. Barry gives a most complete genealogy of the Silvester family, so it will be but briefly referred to here. "Builder Silvester" has four great-grandchildren now living at South Hanover: Elijah W., a skilled house-carpenter; George F., who has a large greenhouse, and does an extensive business as a florist; Mary T., widow of the late Lebeus Stockbridge, Jr.; and Elizabeth, who resides with her brother, George F. "Builder Silvester" was brother of Michael Silvester, from whose son Robert descended a numerous posterity. Michael and Robert, sons of Robert, Sr., are still living. The following are *their* descendants:

**MICHAEL ROBERT.** 1st child of Michael, born June 24, 1825; married, July 3, 1849, Emily S. Spear, of Boston, who died, with her infant child, Sept. 21, 1851. He mar. 2d, Elizabeth T. Waterman, May 31, 1855; she died June 26, 1856. His third wife was Maria W. Wright; married Feb. 12, 1861; by her he had children: 1. Ruthetta M., born July 17, 1862. 2. Emily E., born Dec. 6, 1863. 3. Martha W., born Jan. 25, 1866. 4. Robert W., born Sept. 11, 1868; died Dec. 30, 1871. 5. Helen, born Nov. 17, 1869; died Nov. 27, 1869. 6. Robert Irving, born June 10, 1872. 7. Maria W., born Jan. 27, 1876. 8. Herbert R., born July 1, 1878. **EDMUND Q.**, second child of Michael, born April 29, 1827; married, first, Dec. 14, 1858, Mary Salmond, daughter of Samuel Salmond. They had children: 1. Eliza Salmond, born April 15, 1861. 2. Samuel Salmond, born Sept. 13, 1862. 3. Mary, born July 24, 1864; died Sept. 8, 1865. E. Q. Silvester's first wife, Mary, died July 31, 1864, aged thirty-one years, and he married, second, Feb. 5, 1867, her sister, Eliza S., aged twenty-two

years. By her he had children: 1. Edmund Q., Jr.; died Feb. 12, 1868, in infancy. 2. Edmund Q., Jr., 2d, born July 12, 1869. 3. Joseph Smith, born Nov. 5, 1870. 4. Albert Lenthall, born Nov. 30, 1872. 5. Francis Baldwin, born Feb. 1, 1880. MARTHA R., third child of Michael, was born Dec. 20, 1839; married Cyrus C. Holmes, of Hanover, May 14, 1865. He died in Newberne, N. C., June 30, 1879. They had one child, Minnie A., born in Newberne, N. C., Aug. 12, 1866. LEMUEL CURTIS, fourth child of Michael, born May 14, 1842; is unmarried. LYDIA, fifth child of Michael, born Jan. 12, 1845; married Henry E. Fuller, of Rockland, Mass., Dec. 1, 1867. They have children: 1. Fred Henry, born March 19, 1871. 2. Mabel Sylvester, born May 3, 1875.

Robert Sylvester, the other son of Robert, Sr., and brother of Michael, had children: 1st. LOAMI B., born March 18, 1832; married Emeline A. Pratt, June 16, 1858. He died in the war, Sept. 6, 1862. They had one child, Sarah E., born May 27, 1859, who married William Stearns, of Wayland, Mass., June 16, 1884. SUSANNA F., second child of Robert, born April 5, 1834; married Wm. T. Lapham, of So. Boston, and they have two children. BELCHER, third child of Robert, born May 26, 1837; died July 21, 1838. ELIZABETH B., fourth child of Robert, born July 5, 1839; married, Nov. 9, 1859, I. H. Macomber, of East Marshfield. They have children: 1. Herbert I., born Feb. 19, 1866. 2. Walter S., born Aug. 8, 1884. SARAH E., fifth child of Robert, born Sept. 1, 1843; married, Nov. 9, 1864, George H. Allen, of Boston. They have children: 1. Fannie S., born Aug. 13, 1869. 2. Sadie S., born Sept. 17, 1871. 3. Grace H., born June 29, 1874. JULETTA, sixth child of Robert, born April 14, 1845; married Frank A. Clapp. They have two children, and live in Wakefield, Mass. ROBERT, JR., seventh child of Robert, born June 20, 1847; married, Nov. 22, 1868, Mary Bailey Turner. They have one child, Robert B., born April 10, 1871.

Michael Sylvester, Sr., married, for his first wife, Mary, sister of Sage Bardin, who became the wife of Nathaniel Sylvester. Both were daughters of Capt. Thomas Bardin, the founder of the iron works at Curtis Forge. Michael's second wife was Ruth Turner. He resided in the old homestead formerly occupied by his father Amos, which stood on Washington street, near the present residence of Robert Sylvester, and which was for many years a tavern stand. About three months after his

father died, the old house was burned, as appears by an item in the *Boston News Letter and New England Chronicle*, May 20, 1762 :

"The house of Mr. Michael Sylvester, at Hanover, lately took fire (occasioned, it is supposed, by a defect in the chimney), about two o'clock in the morning. The family escaped by jumping out of the windows, and could save nothing of the household goods, which, with the house, were soon entirely consumed."

It was probably immediately rebuilt. Barry records the death of Michael's son Robert, June 4, 1768, but does not speak of the tragic circumstances attending it, as appeared in the *Boston Evening Post*, June 13, 1768 :

"Last Friday, a child of Mr. Michael Sylvester, of Hanover, about three years old, fell into a tub of hot water, and scalded one arm to the arm-pit, of which it died next day."

"Builder Silvester" built mostly schooners, as they were in demand at this time. During the years 1700 to 1775, there was a great business done in cutting and selling wood throughout these towns, which furnished freight for many of the schooners which did a coasting business from North River. In an old account-book, now in the possession of Miss Sarah Thomas, Marshfield, commencing with the date 1693, there appears in the wood business the names of John Rogers, Amos Sylvester, Ebenezer Sprout, Capt. Barker, and Nathaniel Winslow (who owned the book). "Builder" or Nathaniel Silvester died Feb. 21, 1781. His son Elijah was a ship-builder, but his son *Nathaniel* succeeded him at the bridge yards. He continued here, building mostly schooners, until 1795, when the yard passed into the hands of Jonathan Sampson. Nathaniel Sylvester soon after removed to Winchendon, Mass. There is recorded one vessel surely built by him in 1786, Sch. "SWALLOW," 68 tons; built at Hanover, and owned by Nathaniel Winslow of Scituate, Nathaniel Silvester of Hanover, and others; and in 1789 the Sch. "LYDIA," built at Hanover, afterward building from New Bedford, was probably built by him.

*Jonathan Sampson* built here from 1795 until about 1820.

He was born in Pembroke (at Crookertown), and probably descended from Henry Sampson, who arrived in Duxbury in 1620, according to Winsor. He lived, after his first marriage, in the house now occupied by Aurora Sampson; but, after

taking the above yard, he is said soon to have accumulated a large fortune, for those days, building ships for the residents of Duxbury and Boston, and many vessels for the cod fishery at the Grand Banks. He built the "Caliban," 311 tons, referred to later, which was the *largest ship ever built at this yard*. How they got her out of the river from here is a mystery. He is said to have built thirty-two vessels in Hanover. He is remembered by the old residents as a very social man, and one of the many hospitable men of his day who loved their "eleven o'clock and four," and his wealth enabled him to indulge in all the luxuries of his time. He was honest and upright, and the traditions of fifty years ago say that he paid his men off by carrying to his yard a bushel of silver dollars, from which they paid themselves. This also speaks well for the honesty of our old ship-carpenters. Soon after his first marriage, he built the house afterward used as a tavern, and later occupied by Sumner Stetson, now the residence of Ex-Mayor Bacon, late of Chelsea, Mass. It overlooks the old ship-yard, being located in Pembroke, near North River Bridge, on the hill just opposite, and on the other side of the river from the residence of the late Horatio Bigelow.

In his palmy days he conceived the idea of erecting an ice-house for his own use. Many will remember having heard of Jonathan Sampson's ice-house. It was a new thing in those parts, at that time, and when Mr. Sampson built it, about half way between his house and the river, it became an object of much interest to the town's people, and excited a good deal of comment. It was built "upon honor," and during the winter packed full of ice. Ice being such a novelty in the summer time in those days in the country, he decided to wait until the middle of June before opening it, and then to invite all the prominent people, and especially ship-carpenters in the region round about. Accordingly on the day appointed, they all met at the ice-house, where Mr. Sampson had large quantities of lemons, brandy and sugar, and all that was wanting was the ice and water to make the celebration complete. An axe was procured and the door cut down, but to the amazement of all it was dry and warm as a summer's day inside. Mr. Sampson was very much disturbed, and the wag of the town, Joshua Stetson, coming up and asking him if he could hire the house for his wife to dry her apples in, did not make him feel any more comfortable.

Jonathan Sampson married for his first wife, Chloe, daughter

of Nathaniel Stetson. She was born in 1763. They had several children among whom were Melzar, Chloe, Timothy, John and Sarah. They have four grand-children now living, two in Medford, Alexander Sampson, who lives with his son and daughter on High street, Duxbury, and Aurora Oldham Sampson, married, lives in the old homestead and has several children. The stern posts of Jonathan Sampson's ships stood quite up to, and the staging was actually over, the old road, which at this place was but  $2\frac{1}{2}$  rods wide. The first vessel recorded as having been built by him was the ship "PEMBROOK," 184 tons, for Nathaniel Cushing of Pembroke. He also built, in 1801, the ship "BENJAMIN," 188 tons, of Boston, built at Hanover; and in 1802 the sch. "JANE," 98 tons, of Boston, built at Hanover. In 1803 it does not appear that he built any vessels; but in 1804 he built the sch. "AMAZON," 107 tons, of Duxbury, built at Hanover, and in 1805 the ship "CORDELIA," 252 tons, of Boston, built at Hanover. The two vessels named "MARTHA," were probably built by him. The first was the double decked bark "MARTHA," 255 tons, 14 feet draft, built in 1805, at Hanover, Mass. Oak, iron and copper fastened. Sheathed with yellow metal, Nov. 1867. In 1872 used as a whaler from New Bedford. Capt. Gartland. Afterwards sold and put under the Dutch flag. She was owned in 1875 by Van Loon & Son of Hurlinger, and may be in existence now. Her name was changed to "*Marnix*," when she was put under the Dutch Flag. The other "MARTHA," built in 1809, was a London Packet from Nantucket. In 1815 was whaling, and in 1849 she sailed for San Francisco, where she was broken up in 1851, being one of the many old vessels bought by companies of men who fitted them up to go to California during the gold fever. Jonathan Sampson built his large ship in 1811. The ship "CALIBAN," 311 tons, of Boston, built at Hanover, Jonathan Samson, M. C. In 1812, Jonathan Sampson also built a ship sold to James Penniman, Boston. Tradition says that Jonathan Sampson had a vessel building at the Bridge when the Embargo Act became a law. He left a vessel half finished on the stocks where it stood during the embargo, sometime after which it was finished. This was probably the vessel he launched in 1815, the ship "SARAH," 307 tons, of Boston. She was lost on the Arklow Banks off the coast of Ireland on the night of the 15th of February, 1818. He built in 1816 the sch. "FAIR LADY," 104 tons, of Kingston, built at Hanover. She was in the Atlantic,

whaling, in 1822. Also, in 1816 he built *two schooners*, sold to Peter Windsor. Later he built the "WELCOME RETURN." He probably built few vessels after the war of 1812. The Embargo was a severe blow to him as it was to all shipbuilders. His first wife died previous to 1821, and he married for his second a young lady named Higgins, and removed to Medford, having lost much of his fortune.

Jonathan Sampson was succeeded at this yard by the firm of *Turner, Palmer & Magoun*, who had built at the Brick Kiln Yard in Pembroke, separately, and Turner also built at the Fox Hill Yard, in So. Scituate, now Norwell. They had as many as three vessels on the stocks at one time. Their yards covered all of the land on the water-front of the present French estate. About the time the bridge was built they were obliged to change the position of their vessels built at the old yard, as it was found impracticable to launch from the former position on account of a rock in the river, and they moved a few rods below the present bridge, as hereinafter stated. This firm built mostly small vessels. *Barker Turner*, the senior member, is said to have built twenty-two vessels for Scituate Harbor alone. He was a musician in the old military company, 2nd Regiment, in 1815, and his descendants have been musicians ever since. Mr. Turner lived on the old Plymouth Road, towards the south from the bridge and at the corner of Brick Kiln Lane, in the house now occupied by his grandson, Charles Turner.\* The Turners of Pembroke were nearly all shipbuilders or ship-carpenters in those days, and they so trained their children to the use of the broad axe and maul that to-day "the sight of a white oak tree that is large enough to make a ship's knee will make their eyes dilate and the muscles in their arms and fingers contract with a desire to grasp the handle of a broad-axe and hew it into shape. No more ships will be built in the old yards, no more ship-carpenters will be seen wending their way in the early dawn to the old Brick Kiln Yard, through deep drifts of snow, even with the fences the entire length of Brick Kiln Lane. No more vessels loaded with the necessities of life from Medford, and whose weekly arrival brought joy and consolation to the strong as well as to the weak, will navigate the beautiful and winding river. Never again will be heard the twang of the maul or the ring of the blacksmith's hammer. All these

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\* See Brick Kiln Yard, continued chapter.

things have passed away, and the Sabbath stillness that pervades the locality is suggestive of a peaceful rest in a higher sphere."\*

*Jeduthan Palmer*,† the second member of this firm was born in Hanover about 1786, on what was then known as the old Drinkwater Road (now Hanover street), near Randall's swamp, at the headwaters of the Beaver Dam Brook, in the house still standing in good repair and occupied by the family of the late Norman Chamberlain. His house was formerly the residence of Richard Fitzgerald, the first schoolmaster of the town, and later of Dr. Melzar Dwelley a noted physician in his time. The estate joined that of Rev. Benj. Bass, the first minister of the town, whose ordination was noticed in a paper at the time, as follows :

"Hanover, Dec. 11, (1728). This Day was Ordained here the Rev. Mr. Benjamin Bass. The Rev. Mr. Gay of Hingham began with Prayer, and the Sermon on the Occasion was preach'd by the Rev. Mr. Sam'l Checkley of Boston, from Ezek. 3, 17, 18, 19. 'Son of man I have made thee a watchman unto the house of Israel: therefore hear the word at my mouth, and give them warning from me. When I say unto the wicked, Thou shalt surely die, and thou givest him not warning, nor speakest to warn the wicked from his wicked way to save his life: the same wicked man shall die in his iniquity: but his blood will I require at thine hand. Yet if thou warn the wicked and he turn not from his wickedness nor from his wicked way he shall die in his iniquity, but thou hast delivered thy soul.' The Rev. Mr. Ellis of Scituate gave the charge, and the Rev. Mr. Lewis of Pembroke the Righthand of Fellowship."—*The New England Weekly Journal*.

Jeduthan Palmer was the son of Ephraim and Desire Oldham Palmer and a lineal descendent of John Palmer, a farmer, who settled in the Plymouth Colony in 1657, and whose residence was near Church Hill in what is now Norwell. His descendants built ships at Fox Hill and on the Chittenden Yard. John Palmer, Sen., belonged in Boston and was sent to Scituate as a Stock Raiser, by the Massachusetts Court.‡ It was probably John Palmer, Jr., that was on the council of Gov. Andros, 1686–90, and who was sent prisoner to England with the Governor about the latter year.§ Jeduthan was about eleven years of age when his father died, in 1797, in

\* Article on Ship-building by John Tower in the *North River Pioneer*.

† For further account of Palmer see Brick Kiln Yard, continued chapter.

‡ See Colony Records, about 1635.

§ See Drake's History of Boston.



**JEDUTHAN PALMER.**





Hanover, and a few years later he was sent to Pembroke to learn the ship-carpenter trade of Calvin Turner. After serving his time, and having learned his trade, he married his master's daughter, Miss Sally, sister of Luther Turner. They began house-keeping at her home at the Brick-kilns, but afterwards removed to the Lapham House (so called) at the corner of Brick-kiln Lane, (formerly occupied by Christopher Jones the pump-maker, a native of North Carolina, who has descendants in Rockland), and later to the Jonathan Sampson house now owned and occupied by A. J. Bacon, Esq., a former Mayor of Chelsea. At this time Mr. Palmer commenced building vessels on his own account, and for a number of years he built at the Brick-kiln Yard, and also at the Yard where the present Bridge stands and in its near vicinity. In 1827 he was paid \$6.00 for four and one half days work at Keen's Wharf on Foster's ship, "*Lagoda*." About 1830 he withdrew from the firm and purchased the house in So. Scituate where the late Roger Stetson resided, near the old Tom Church's Hill Muster Grounds," and continued following the trade of ship-carpenter until he sold out, and removed with his family to Waltham. Mr. Palmer had a family of nine children: 1. Charles, now living in Hanover. 2. Sally, who married a Mr. Brackett of Waltham, where she now resides. 3. Jeduthan, who went to sea and was knocked from the main boom and lost overboard. 4. Mary Ann, who married Gen. N. P. Banks, who was also Governor of Massachusetts, now residing with her family in Waltham, and whose daughter, Maud, is a distinguished actress. 5. Amanda, now dead. 6. Alice, who married Mr. Seaman, a portrait painter and lives, we believe, in New York. 7. Julia. 8. William, who we hear lives with his sister, Mrs. Banks. 9. Daniel, who lives in Waltham. Mr. Palmer died at the residence of his daughter, Mrs. Banks, in 1858, or '59, after a long and useful life. Charles, his oldest son, born in Pembroke, July 18, 1812, was educated as a ship-carpenter and worked in Pembroke, Hanover, South Boston and Medford. When about twenty-five years of age his mind became mysteriously affected, incapacitating him for work, not so seriously impairing his faculties, however, but that he is still able, at the age of seventy-eight, to enjoy life. He is social in his disposition, gentlemanly in his manners, and is an appreciative lover of music.

The third member of this firm, *Enoch Magoun*, was born near High street, Pembroke, about 1792, and died there in

1840. He was son of Joshua, who lived near him and died one year later. They were both ship-builders.\* This firm built one vessel in 1827, brig "LYSANDER," 110 tons, built by Turner, Palmer & Magoun for Isaiah and Ichabod Alden and Matthew Hall, Scituate. In 1828 they had three vessels on the stocks at one time. The one furthest down stream was the brig "BARCLAY," 166 tons, of Newburyport, afterwards of Westport, Mass., built at Hanover, by Turner, Palmer & Magoun. The next above was sch. "WOLGA," 73 tons, length 60 feet, breadth 17 feet, depth 7 feet, built at Hanover. Owners: Jesse Dunbar, Sr. and Jr., John Beal, Peleg Jenkins, Alfred, Catharine and Henry Clapp, Robert Paul and Seth Webb, all of Scituate. She was commanded by Capt. Chandler Clapp. Charles Howard of Pembroke went one voyage to No. Carolina in her. A raft of timbers was placed on the other side of the river for her to strike against, thus retarding her headway when launched, it being the custom at some yards, to prevent vessels from getting stuck in the mud on the opposite bank. She was built very full, and Joshua Stetson went down and looked at her just before she was launched, then proceeded to the store at Hanover Four Corners, where were assembled a group of men, probably ship carpenters. They asked him what he thought of the craft. He replied, "a very handsome vessel, gentlemen, but an eighth of an inch too full on her lug water line."† She was finally lost at sea.

The last of these vessels, which were on the stocks at the same time this year, and the one nearest the bridge, was afterwards used as a North River Packet, and had one half as many owners as she was tons in size. This was the sloop "MAGNOLIA," 36 tons, built in 1828, length 50 feet, breadth 17 feet, depth 4 feet. She was owned by Asa Sherman, Jonathan Stetson, Stephen Rogers, Elisha and Daniel Phillips, and Chandler Sampson of Marshfield; Alden and Luther Briggs, Horace Collamore and Calvin Shepard and Ben. Rogers, Pembroke; Cushing O. Briggs, Elisha Foster, Anson Robbins, William Copeland and Henry Briggs, Scituate; and Aurora W. Oldham, of Hanover. This schooner Barker Turner built lying up and down river or parallel to it. At the old yard in

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\* See Pembroke Yards.

† The term "lug water line" was often used in speaking of a vessel when the water line came at a point on her hull, which caused her to lug a good deal of water under her stern.

Hanover, located where the present bridge now is, it happened just before the launching of this schooner, that Cyrus and Isaiah Alden Turner, (the latter commonly known as Alden Turner), then quite small, and both now living in Pembroke, were playing in a boat on the river, and finding a rock a few rods below the present middle pier of the bridge, Cyrus got out and stood on it, the water being nearly to the tops of his boots. His father, seeing him, called out to him to remain where he was, as the rock was not known to the builders. He did so, and it was found that in launching the vessel, she would probably strike on the rock, which was only two or three times her length from the ways, and in a line following the course she would take. They concluded, therefore, to launch her sideways, which was accordingly done, and she was taken through the channel, which was then on the north side of the rock. After this the vessels were built about six rods below the present bridge abutment. The work-house was in the rear of the yard, and for many years stood on the land owned by the late Dr. French, but was afterwards moved to Frank Arnold's, North Pembroke. Later still, the firm moved a little farther down the river, to the upper part of Elijah Barstow's yard, and just below the boat-house formerly owned by Clifford Ramsdell, now of Abington, and Eben C. Waterman, of Hanover. Vessels launched from this yard stuck in Sherman's meadows, and often required bed-screws and other furniture to get them out.

Sometime between 1829 and 1835 Palmer and Magoun withdrew from the firm, and the latter year Barker Turner built alone the sch. "PIILENIA," 96 tons, of Boston, owned by John Peters, Charles Cole, Jr. and John C. Otis, of Scituate, which was built at Hanover. The next year he built two vessels, viz: 1836, sch. "QUEEN," 100 tons, of Boston, Barker Turner, M. C., built at Hanover, and the same year, 1836, sch. "GARNET," 65 tons, of Provincetown, Barker Turner, M. C., built at Hanover. The "Garnet," was built entirely of pitch pine, not one stick of oak being used in her. She was in the fisheries for many years, and was the last vessel built at this yard, and probably the last built by Barker Turner alone, although he built the sch. "Roanoke" in company with Joseph L. Bates and others at Barstow's Yard in 1842.\* The

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\* See Barstow's Yard.

river is now so filled up with lilies and grass, which hold an accumulation of mud, that it is hard to realize that vessels of any size were launched into the stream at this point, but if it were thoroughly cleaned of all the mud to its good, hard, rocky bottom there would be to-day plenty of depth for vessels of equal size to float.

## CHAPTER V.

### MISCELLANEOUS YARDS IN PEMBROKE.—1793-1803.

NATHANIEL CUSHING, COL. GEORGE TURNER, THOMAS TURNER,  
ROBERT MAGOUN, JOB RANDALL, JR., EPHRAIM RANDALL, AND  
AARON SHERMAN.

WITH the exception of the Brick-kilns, we have been unable to find the records of any vessels built in Pembroke previous to the Revolution. It is impossible to tell which of the early vessels were built in Duxbury and which were built on what is now Pembroke territory. That the yards at Seabury Point and Job's Landing were used there is little doubt, and possibly Turner's yard; but during the excitement of Revolutionary times, ship-building was probably like most other business, at a standstill. That the fever of excitement ran high in this vicinity is shown by the following, taken from the *Massachusetts Gazette and the Boston Weekly News Letter*, March 2, 1775:

"The following is an address to Gen. Gage, presented by the Selectmen of six towns in the County of Plymouth, occasioned by a number of soldiers being stationed at Marshfield, in said county, in time of peace: 'To His Excellency, Thomas Gage, Esq.: May it please your Excellency, we, His Majesty's loyal subjects, Selectmen of the several towns of Plymouth, Kingston, Duxborough, Pembroke, Hanover and Scituate, deeply affected with a sense of the increasing dangers and calamities which menace one of the most promising countries upon the earth with political excision, cannot but lament that, while we are endeavoring to preserve peace and maintain the authority of the law, at a period when the bands of government are relaxed by violent infractions on the Charter of the Province, our enemies are practising every insidious stratagem to seduce the people into acts of violence and outrage. We beg leave to address your Excellency on a subject which excites our apprehensions extremely, and in the representations of facts, we promise to pay that sacred regard to truth, which, had our

adversaries observed, we flatter ourselves it would have precluded the necessity of our addressing your Excellency on this occasion. We are informed, from good authority, that a number of people from Marshfield and Scituate have made application to your Excellency, soliciting the aid of a detachment of His Majesty's troops for the security and protection of themselves and properties. That fears and intimidation were entirely groundless, that no design or plan of molestation was formed against them, or existed but in their own imaginations, their own declarations and their actions, which have a more striking language, abundantly demonstrate. Several men of unquestionable veracity, residing in the town of Marshfield, have solemnly called God to witness, before one of His Majesty's Justices of the Peace, that they not only never heard of any intention to disturb the complainants, but repeatedly saw them, after they pretended to be under apprehensions of danger, attending to their private affairs without arms, and even after they had lodged their arms a few miles from their respective houses. They frequently declared, in conversation with the deponents, that they were not apprehensive of receiving any injury in their persons or properties, and one of them, who is a minor (as many of them are), being persuaded to save his life by adjoining himself to the petitioners, but afterwards abandoning them, by the request of his father, deposeth, in the like solemn manner, that he was under no intimidation himself, nor did he ever hear any one of them say that he was. It appears as evident as if written with a sunbeam, from the general tenor of the testimony (which we are willing to lay before your Excellency, if desired), that their expressions of fear were a fallacious pretext, dictated by the inveterate enemies of our Constitution, to induce your Excellency to send troops into the country to augment the difficulties of our situation, already very distressing; and what confirms this truth (if it need any confirmation), is the assiduity and pains which we have taken to investigate it. We have industriously and impartially scrutinized into the cause of this alarm, and cannot find that it has the least foundation in reality. All that we have in view, in this address, is to lay before your Excellency a true state of facts, and to remove the opprobrium which this movement of the military reflects on this country; and as a spirit of enmity and falsehood is prevalent in the country, and as everything which comes from a gentleman of your Excellency's exalted station naturally acquires great weight and importance, we earnestly entrust your Excellency to search into the grounds of every report, previous to giving your assent to it.\*"

Signed by a number of Selectmen, Pembroke, Feb. 7, 1775.\*

Pembroke has always been among the first to furnish men and arms in time of war; not that the inhabitants were a fighting race, but, loyal to the true principles of our government in times of peace they encouraged the military spirit. The women showed their patriotism in many ways, and, during the war of 1812, gave the Pembroke Light Infantry a flag, Miss Lucy Cushing, of Pembroke, making the presentation in the following words:

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\* See Brooks and Tilden's Yard.

*"Officers and Privates of the Pembroke Light Infantry:*  
 Soldiers,—Early sensible of the blessings of freedom, and conscious that to the military spirit of our countrymen we owe its support, we view with grateful pride the present martial preparation. May the just renown of our nation fill with reverence admiring Europe, and the glory of her wisdom and valour secure from indignity, and preserve to us perpetual peace. Ambitious to deserve the proud title of daughters worthy our victorious ancestors, by expressing our regard to those from whom, in times of danger, we expect protection, and happy in decorating so respectable a body of citizens, I, in behalf of the ladies for whom I appear, commit, sir, to your care, this standard, presuming that, whether its silken folds are gently moved on the mild breeze of peace, or roughly fluttered in the rude blasts of war, you will preserve it unrent by discord, unblemished by cowardice, and unspotted by dishonor. We trust you will ever bear it where honor calls, and never allow it to grace the triumph of a haughty victor. May your soldiery add a bright train of glory to the star that designates our State, that shall bode ill to every foe of American liberty. May danger never quench the fire of patriotism in your breasts, and may the rich reward of fame and honor attend you."

It was accepted by the Ensign of the Company, Nathaniel Wales, who said :

"With grateful sensibility we accept, Miss, this brilliant token of the social and patriotic ardour of the respectable ladies in whose name and behalf it is presented in so interesting a manner. Patriotism, like other laudable emotions, may warrantably exist in the bosom where all the amiable and endearing virtues live. Its insignia is not alone confined to the martial, but is ever to be regarded with grateful veneration in every social circle of citizens. Where ample deeds of its existence are exhibited, we would not enquire for the merit we now admire, nor be insensible that we are liable to suffer if we indulge in indifference, and sleep destitute of the means of defence. This sentiment seems not peculiar to the sons of 'New England,' but is also embraced by her daughters, and enforced by their deeds. The officers and privates of Pembroke Light Infantry receive this standard as a trust too sacred ever to dishonor it by faction, or desert it through fear. It is an illusive picture of our country's emancipation when our victorious ancestors constrained their mighty enemies to hail them as a free and united people ; and ambitious ourselves to deserve the genuine title of sons, not only enjoying the freedom our fathers achieved, but by defending the standard, and honoring the device they erected and waved. It is refreshing to enjoy the sweet zephyrs of peace ; but, should the rough blasts of war return, we will rally around the fortress of our freedom and independence, and nobly resolve to defend it or die."



TOAST: "May the standard so politely given by the ladies, and so gallantly received by the Ensign, never be unfurled but in the defence of liberty."

Miss Lucy Cushing may have been of the same family as Capt. Nehemiah Cushing, whose death, just prior to the Revolution, is recorded in the *Massachusetts Spy or Thomas' Boston Journal*, March 9, 1775:

"Died, at Pembroke, Capt. Nehemiah Cushing."

It will be seen from the above that Pembroke was active during time of war, and her citizens were probably too patriotic not to lay by the broad-axe and plough. They gave their services, and in many instances their lives, to their country.

Looking down the river from the North River Bridge, any time during the years 1799 to 1808, eleven ship-yards could have been seen filled with ship-carpenters, and with vessels in various stages of construction. First, on the right or Pembroke side was the *Turner Yard*, located just below the ledge of rock extending east from the bridge, and called ROCKY REACH. The Turners also built on the same side about one hundred feet below their upper yard. Both yards were located on land now owned by Lorenzo Sherman. "Deane," of Scituate, and "Barry," of Hanover, give the genealogy of the Turner family so fully that but little of value can be added. Col. Ezekiel Turner was quite a prominent man of his day, and a notice of his death appears in *The Boston Evening Post*, Monday, Aug. 16, 1773:

"Died, at Hanover, Col. Ezekiel Turner, age 73."

Caleb Turner, who died in 1767, was great-grandson of Thomas of Hingham, and a ship-builder; but whether he built here is not known. I am inclined to think that George Turner built at Job's Landing, before coming up the river, and that this yard was occupied by Nathaniel Cushing before it was by the Turners. The following is taken from *The Boston Evening Post*, July 20, 1772:

"Married, Nathan Cushing, Esq., of Scituate, Barrister-at-law, to Miss Abigail Tilden, of Pembroke."

It is doubtful whether this was the same Nathaniel Cushing.

Col. George and Thomas Turner built in Pembroke about A.D. 1800. Thomas had a son Thomas, who had, among other

children, Thomas, now a wheelwright at Hanover Four Corners, where he resides, and a daughter, now a widow, who resides near her brother. She married the late Dr. Ira Warren, who at one time was Principal of Hanover Academy, and was author of Warren's "Family Physician," a most valuable book to families, and almost the Bible of many of the sea captains, by whom it is used the world over. The following is the genealogy of a few of the Turners :

*Thomas Turner*, of Pembroke, married Joanna Phillips ; she died March 27, 1828. They had three children : Charles Turner, born Sept. 8, 1766 ; married Ruth Thomas, of Pembroke, Jan. 7, 1789 ; died Aug. 9, 1804. Joanna Turner, born Dec. 20, 1771 ; married Seth Whitman, of Pembroke, May 5, 1806. *Thomas Turner, Jr.*, born Dec. 22, 1782 ; married Deborah Stockbridge, of Hanover, May 8, 1811 ; he died July 8, 1829. She died Oct. 15, 1882.

CHILDREN OF DR. CHARLES AND RUTH TURNER ; GRAND-CHILDREN  
OF THOMAS, SR.

Charles Turner, Jr., born June 8, 1789. John Phillips Turner, born Sept. 12, 1792. He resided in Coals Mouth, Kanawha Co., West Virginia.

CHILDREN OF SETH AND JOANNA WHITMAN.

Charles Henry Whitman, born Oct. 3, 1807 ; married Mary Delano, of Duxbury, Jan. 17, 1831. Ann Phillips Whitman, born May 20, 1809 ; married Elisha Delano, of Duxbury, Dec. 9, 1838 ; died June 9, 1841. Seth Whitman, Jr., born Jan. 31, 1811 ; married Sarah C. Goodspeed, of Duxbury, March 28, 1839. Thomas Turner Whitman, born Feb. 16, 1813 ; married Rebecca Barker, of Pembroke, April 25, 1841.

CHILDREN OF THOMAS AND DEBORAH TURNER.

Thomas Turner, Jr., born Dec. 21, 1812 ; died Jan. 21, 1813. Ruth Stockbridge Turner, born Dec. 17, 1813 ; married Ira Warren, M.D., of Boston, Nov. 27, 1834. Thomas Turner, Jr. (second of that name), born Nov. 22, 1815 ; married Susan Maria Thayer, of So. Boston, March 29, 1838. Jane Reed Turner, born Dec. 26, 1817 ; died Aug. 9, 1819. Charles Phillips Turner, born June 13, 1823.

CHILDREN OF CHARLES AND MARY WHITMAN; GREAT-GRAND-CHILDREN OF THOMAS, SR.

George Turner Whitman, born Nov. 28, 1831; died Aug. 8, 1833. Ann Eliza Whitman, born March 29, 1834. Seth Bernard Whitman, born Dec. 17, 1839; died April 9, 1841. Henry Barker Whitman, born July 28, 1838. Peter Salmon Whitman, born Nov. 23, 1842.

CHILDREN OF THOMAS AND SUSAN MARIA THAYER TURNER.

1. THOMAS, born at So. Boston, Feb. 1, 1841; died Feb. 7, 1841. 2. SUSAN J., born Jan. 18, 1842; married J. W. Phinney, Oct. 30, 1868; died Dec. 8, 1882. They had children born in So. Boston: 1. Warren, born Aug. 20, 1869. 2. Arthur Thomas, born Nov. 6, 1873; died July 2, 1874. 3. THOMAS, 2D, born July 17, 1844; died May 18, 1849. 4. ADELAIDE W., born Sept. 22, 1848, So. Boston; married J. F. Beale, Sept. 30, 1869, and now living in Brockton. They have one child, Lillian G.V., born Aug. 12, 1870. 5. CHARLES P., born April 5, 1851; married Caroline I. Cushing, April 5, 1873; no children. 6. MARY G., born Dec. 16, 1854; married J. D. Fiske, Oct. 5, 1881; no children.

*George Turner*

built in Pembroke alone, in 1801, the Sch. "MARY," 100 tons, of Marblehead. When spoken of as build-

ing alone, it is understood that the builder had no one in company with him, so far as has been ascertained, though of course he had a large force of men under him. Also, in 1801, he built the Sch. "SPANKER," of 103 tons, for Jubal Harrington and Joseph Chapin, of Boston. He built here, in 1803, the Sch. "ELIZA," of Boston, 39 tons, owned by Alden Briggs, Thomas and George Turner, Mercy Mandall, and David Church, of Pembroke. This was the last vessel on record as having been built at this yard. The indentation, where the saw-pit was located, can be seen at the present time, and some of the displaced rocks that once formed a wharf.

The next yard in Pembroke was located at SEABURY'S POINT, about one "reach" and a half below, and on the opposite side to, the Third Herring Brook. This yard is now grown up to woods, which are known as "Seabury's Woods." Robert Maggun is said to have built one vessel here, and Barry says that Col.





MAP OF NORTH RIVER, FROM THE THIRD HERRING BROOK TO JOB'S LANDING.  
(The river flows from left to right.)

George and Thomas Turner built here at one time. Little is known of the Seaburys in this locality at the present day. The man from whom this Point received its name, was son of John Seabury, of Duxbury, who died before 1662, leaving several daughters and two sons: 1. John, who went to Barbadoes. 2. Samuel, born Dec. 10, 1640. Samuel was a physician, and lived in Duxbury in 1662. He owned land at the Gurnet, Island Creek, North River, and at the Brick-kilns. He married, first, at Weymouth, Patience Kemp, Nov. 9, 1660; second, Martha Pabodie, April 4, 1677. He died Aug. 5, 1681, leaving several children, who have descendants living on Cape Cod.

Next below, on the Pembroke side, we come to the "Brick-kilns Yard," to the history of which two chapters are devoted. Nearly a mile below the Brick-kilns, on the same side, is JOB'S LANDING, where the packets called for freight; and ships were built here prior to 1800. The landing is said to have been named after Job Randall, Jr.\* It joined the ship-yard, and both were located on land formerly owned by Ephraim Randall, and now owned and occupied by Anson Hatch. Below are accounts of a few of the vessels that were built here: *George Turner* and *Aaron Sherman* probably built here, in company with the Randalls, at one time. There was built, in 1793, Sch. "BETSEY," 33 tons, owned by Ephraim Randall and David Church, of Pembroke. Built at Pembroke, 1794, Sch. "RUTHY," 39 tons, owned by Ephraim Randall, Pembroke. 1796, Sch. "BETSEY," 37 tons, owned by David Church, George Turner and Ephraim Randall, of Pembroke. Built at Pembroke, 1797, Sch. "ELIZA," 108 tons, of Pembroke; owned by Elisha Ford, of Marshfield. Also, in 1797, Sch. "POLLY," 23 tons, of Pembroke; owned by Benj. Thomas, Samuel and John Jones, and Aaron Sherman, of Marshfield, shipwright, and in 1799, Sch. "EVELINA," 109 tons, of Boston, afterward of Sandwich; owned at one time by Ephraim Randall and Joseph Hunt, of Pembroke, and others.

While the accounts of the above yards are far from complete, they are sufficient to prove to the reader that ship-building was carried on to a considerable extent during the above years; and because the records of but few vessels have been found, it must not be inferred that only a few were built, for such is probably not the fact.

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\* See Chittenden Yard.

## CHAPTER VI.

SMITH YARD. 1792-1819.

(AFTERWARDS EELLS' & BARSTOW'S YARD.)

COL. JOHN BAILEY, DEA. ISAAC PERRY, JOSIAH SMITH, ALBERT SMITH, THOMAS SMITH, MILLER SMITH, BENJAMIN BASS, JR., WILLIAM DELANO, BEZAL EELLS, EDWARD EELLS, SAMUEL EELLS.

THE Smiths built in the ship yard previously occupied by Col. Jno. Bailey, back of the present residence of Edmund Q. Sylvester. This land was owned by David Stockbridge, and he was paid rent at a rate per ton for the vessels built there. After the Smiths the Eells built here, and they were succeeded by the Barstows who moved here from their upper yard in 1817.\* The Smiths also occupied a yard further "up river," the upper part of which yard had been used by Dea. Isaac Perry, and was then called Paige's yard. It was next the old Barstow & Eells yard at the "Two Oaks," and was located a little way above said yard. They also occupied the Dea. Isaac Perry yard between their lower yard and the "Two Oaks." Here the Smiths built their smaller vessels and used these yards when they were building more vessels than they could accommodate at their lower yard. In 1819 Josiah Smith and Edward and Samuel Eells in company built a ship which was probably built here, as the Barstows then had possession of the lower yard.

There seems to be no account of any particular vessels built by *Dea. Isaac Perry*, spoken of above, but he built here late in 1700, or until the yard was occupied by the Smiths, he

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\* See Chapter on Barstow's Yard.

having previously occupied the small yard next below the Clarks, also located on the land of the late J. O. French, M.D. He was son of Amos, grandson of William, and great-grandson of Thomas Perry, who appeared in Scituate before 1647. Dea. Isaac was born Sept. 5, 1736, and died August 16, 1825, aged 89. He married Jemima Farrow and lived near the corner of Hanover street, on the site where the late Josiah Winslow lived, now Mr. Bower's residence. Of his children: 1. Priscilla, married Elijah Packard in 1803. 2 and 3. Timothy and Isaac, went to St. Johns, N. B. 4. Betsey, married a Smith. 5. Ruth, went to Maine. Isaac descended from the same common ancestor as E. Y. Perry, Esq., of So. Hanover. Dea. Isaac Perry built one vessel at the Kingman yard.\* The oakum used at these yards was prepared at the alms-house; the iron work was furnished by Robert and Joseph Eells.

Hon. Albert Smith, Josiah Smith, Thomas and Millar Smith were brothers, sons of Dea. Josiah, grandsons of Rev. Thomas Smith of Pembroke, and great-grandsons of Joseph of Yarmouth, Mass. *Albert Smith*† took no personal part in the building of the vessels on North River, though he owned and sailed many of them, furnishing a part of the capital, and being a member of the firm with his brother Josiah. Capt. Albert was also proprietor of a store at "Hanover Four Corners." There were many men of superior intelligence at work on the yards in those days, who brought up profound questions for argument, from which the younger men gained much knowledge. Col. Samuel Tolman, Michael Ford, Elisha Bass, Col. John B. Barstow, Capt. Ichabod Thomas, William Delano and the Smiths were among the number.

*Capt. Albert Smith* was born March 22, 1763, married Anne L. daughter of Capt. Robert L. Eells, August 23, 1787. He settled in Hanover, in the old mansion house on Broadway, afterwards the home of the late Martin Stetson, and now owned by Daniel E. Damon, Esq. He died May 28, 1823, and his widow, who was born July 18, 1765, died May 7, 1835. They had children: 1. Anne L., born Oct. 4, 1788. 2. Joseph, born March 30, 1790. 3. Albert, born Jan. 3, 1793. 4. Mary, born Oct. 21, 1795. 5. John, born Dec. 10, 1797, died Sept. 5, 1813. 6. Thomas M., born August 15, 1799, died

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\* See Miscellaneous Yards, Hanover, about 1800.

† See Hurd's History of Plymouth Co., page 401.



Jan., 1803. 7. Elizabeth, born March 20, 1801. 8. Sarah B., born Nov. 23, 1802, died young. 9. Sarah B., born Jan. 7, 1808.

ANNE L., first child of Albert Sr., married Nathaniel Crooker, March 9, 1808. She died in 1846, he died Jan., 1847. No children are now living, but they have one grandchild in New York state, and one or two in the West.

REAR ADMIRAL JOSEPH SMITH, second child of Albert, Sr., married Harriet Bryant of Maine. She died 1855, aged 58. He died March 17, 1879, in his 89th year. They had four children, two daughters, one of whom died in infancy, the other, Anna, is unmarried and resides in Washington. Both sons were naval officers. Albert died in Boston. Joseph's life was sacrificed for his country while in command of the "Congress," when she was sunk by the "Merrimac."\*

ALBERT, JR., third child of Albert, Sr., married Roxa Shattuck, June 24, 1814. He died May 29, 1867, aged 74 years, and his wife a few years later. They had two daughters, both now living. Annie Lenthal, who married Horatio Bigelow of Boston, and Adeline, who married Dr. Whelan of the Navy, Horatio Bigelow died in Boston, Oct. 25, 1888. His widow and the following children survive him. 1. Horatio Ripley, a physician, who married Sarah Z. Batten, at Baltimore, and resided in Washington, D. C., until recently, when he went abroad. 2. Adeline A. 3. Albert S., who was married at Grace Church, Baltimore, Maryland, Nov. 4, 1875, to Mary De Ford of Baltimore, and they have three sons born as follows: Horatio, Jan. 11, 1877; William De Ford, Jan. 29, 1878; Albert Francis, Oct. 4, 1880. 4. Joseph S., was married at Trinity Church, Boston, in April, 1877, to Mary Cleveland Bryant, of Boston. The births of his children are as follows: Joseph Smith, Feb. 16, 1878; Henry Bryant, Oct. 3, 1879; Arthur George, Dec., 1881; Cleveland, March, 1883; Mary Cleveland, Nov. 29, 1884. 5. Annie S., married Oct. 28, 1884, at the Church of the Advent, Boston, Thomas Nelson of Marshfield.

MARY, fourth child of Albert Sr., married Capt. David Whittier of Belfast, Me., Sept. 27, 1815. She died July 19, 1848. He died Oct. 8, 1849. They had two daughters, 1.

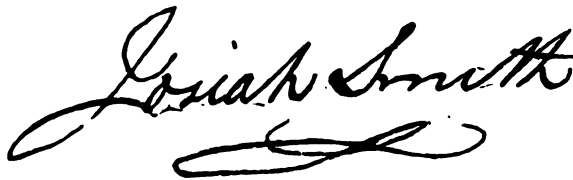
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\* See Hurd's History of Plymouth Co.

Marianna, married Mr. Madigan of Houlton, Me., since deceased. She still resides at Houlton and has several children, and, 2, Harriet, who is unmarried, and resides in Washington.

ELIZABETH, seventh child of Albert, Sr., married Samuel Salmon of Hanover, July 26, 1826. He died May 25, 1859, aged 70 years, 10 months.\* She is still living at the old homestead on Washington street in her 89th year. They have had two sons and two daughters. The oldest son, Robert, a promising youth, died Oct. 18, 1845, aged 18 years. The other son died in infancy. Mary, the eldest daughter, married E. Q. Sylvester, and died leaving three children. Eliza the second daughter, afterwards married E. Q. Sylvester.†

SARAH B., ninth child of Albert, Sr., married Joseph Eells, Jr., March 11, 1829. He died in the West, probably in Arkansas, where she died, April, 1889. They had a family of eight children who reside in the West and South.



builder, brother of Albert, Sr., was born March 2, 1767, married 1st, Nabby, daughter of Capt. Robert

Lenthall Eells, March 13, 1794. She died Aug. 3, 1812; married 2nd, Jane, daughter of Jeremiah Smith, and died in Hanover, April, 24, 1842, aged 75. Jane, his wife, died 1850. He had children. 1. Nabby E., born Aug. 26, 1795, married Theo. Whitney, of Niagara, N.Y., and died in 1870, no children. 2. Lucy W., b. Nov. 12, 1796. (For descendants of Lucy, see account at end of this family.) 3. Ruth C., b. Jan. 2, 1798; d. 1874, unmarried. 4. Elizabeth B., b. May 20, 1799. (For account of Elizabeth, see end of Lucy's family.) 5. Mary L., b. Oct. 26, 1801; mar. Edward E. Nash, of Medford, Mass., and d. in Arkansas, leaving children and grandchildren. 6. Josiah Miller, b. Feb. 12, 1803; mar., 1st, Frances Waterman, of Scituate; she d. April 12, 1854, aged 46; 2nd, Charlotte Waterman Bailey, a widow, and sister of his first wife; no children

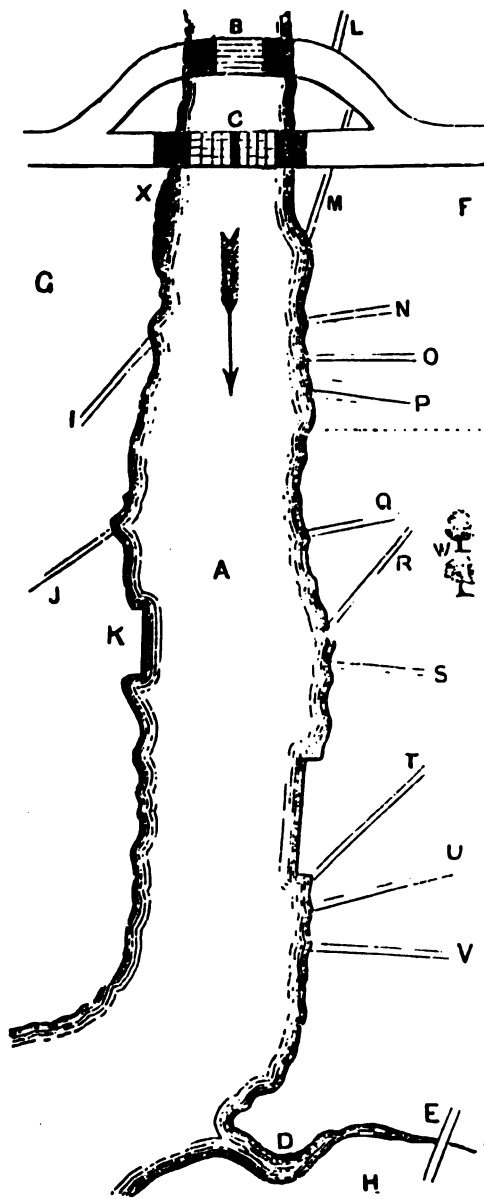
\* See continued chapter on North River.

† See chapter on Bridge Yard

*Lucy W.*, second child of Josiah, the builder, mar. in 1819, William Little Loring, M. D., of Duxbury. He was a graduate of Harvard College, and a lineal descendant, in the fifth generation, on his mother's side, of John and Priscilla Alden. Their children were: 1. LUCY WILLIAMS, b. April 29, 1820; mar. in the Episcopal Church in Hanover, Rev. Dr. Samuel Crothers Logan, of Indiana, Aug. 17, 1852. He was a Presbyterian, a graduate of Princeton, and was settled in Constantine, Mich., in Cincinnati, O., and Valparaiso, Ind. For twenty-one years he has been pastor of the First Presbyterian Church of Scranton, Pa. They have had five children; two have died, and three are now living in Scranton, viz.: Harry Vannuys, a physician, b. May 21, 1853; Arthur Coffin, a lawyer, b. Oct. 23, 1854; and Lillie, who mar. Judge Henry A. Knapp. 2. BENJAMIN WILLIAMS, b. Oct. 14, 1821; who was in the Union Navy during the Rebellion, later in the Revenue Marine Service, and now on the retired list. In 1866, he mar. Nellie Cahoun, of Morrisiana, N. Y., and they have had five children. The following are now living: Benjamin Williams, Jr., b. May 10, 1867; John Alden, b. March 6, 1869; Nano Jennie Gladden, b. April 17, 1879. 3. MARIA KITTREDGE, b. Feb. 23, 1823; mar., in 1850, James W. Carswell, a Georgia planter, who d. in December, 1885. She resides in Barton, Ga., and has had four children: Lucy, d. 1878, aged 27; William, d. 1878, aged 25; Lillie, mar. a merchant; Mary, mar. a physician. The above three children of Dr. William L. and Lucy Loring were b. in the old Loring homestead, in West Duxbury. The remaining four children were b. in Springfield. 4. MARY LENTHALL, b. 1825; d. aged 11 months. 5. BAILEY HALL, b. Dec. 12, 1827; went to California, where he was captain in the Home Guard during the war, and d. unmarried at Sierra, Cal., Feb. 14, 1874. 6. ELIZA, b. Aug. 5, 1832; mar. Jan. 23, 1873, Rev. Hervev Logan Vannuys, of Goshen, Ind.; no children living. 7. SOPHIA BRADFORD, b. April 14, 1836. Over two years of her life have been spent in Beirut, Syria, where she taught in a young ladies' seminary. She mar. Sept. 24, 1885, Rev. Dr. William M. Taylor; no children.

*Elizabeth B.*, fourth child of Josiah, the builder, mar. Ambrose Packard, of Niagara, N. Y.; both now dead. They had children: Ambrose, d., leaving a widow but no children; Josiah, mar., and lives in Providence, R. I., where he has several children; Rhoda, mar. a Dr. Palmer, of Canada; Ralph, mar., and lives in Brooklyn, N. Y.





- A. North River.  
 B. Barstow's Bridge, 1666  
 C. New Bridge, 1828.  
 D. Third Herring Brook.  
 E. Rainbow Bridge.  
 F. Hanover.  
 G. Pembroke.  
 H. Scituate.  
 I and J. Turner's Yards.  
 K. James Barstow's Yard, about 1790.  
 L. Barstow's Yard, 1660—afterwards Sylvester's and Sampson's.  
 M. Barstow's Yard, 1665—1854.  
 N. Clark's Yard.  
 O. Perry's Yard.  
 P. Smith's Yard.  
 Q and R. Yard of Thomas Barstow and Robert L. Eels, afterwards occupied by J. B. and Elijah Barstow. 1754 to 1817  
 S. Isaac Perry's Yard.  
 T. Col. Jno. Bailey's Yard—afterwards Smith's. afterwards Barstow's  
 U. Kingman's Yard.  
 V. Wing's Yard.  
 W. White Oaks at Barstow's Yard.  
 X. Rocky Reach.

NORTH RIVER, FROM BARSTOW'S BRIDGE TO THE THIRD HERRING BROOK.

*Capt. Thomas Smith* was b. March 22, 1775. He lived in Pembroke, but built in Hanover, and sailed many of the vessels built by himself and brothers. He d. unmarried, in Nova Scotia.

*Miller Smith* (or Milliar, as it was sometimes written) was b. Feb. 9, 1782. He built alone and in company with his brothers, and was also captain of some of the vessels. He was washed overboard at sea, and lost, near the "Three Sand Hills," on the coast of North Carolina. He mar. Jane, dau. of David Stockbridge, Esq., and they had one dau., Jane S., who mar. Gen. A. W. Oldham, of Pembroke, Mass.

The Sch. "Hazard," under Capt. Albert Smith, who sailed for Nehemiah Somes, Eben Wales, and Moses and Aaron Davis, was, in 1789, at Cape Francois (probably Old Cape Francis), on the Island of Hispaniola, now Santo Domingo. The first vessel there is any account of as having been built by the Smiths, was in 1792, Brig't'n "APOLLO," 139 tons, of Boston. This vessel was commanded by Capt. Albert Smith, and broken up at the Vineyard about 1825. The next record found is in a letter from the Smiths, dated Hanover, March 10, 1795. They set forth the "contract of a vessel of 115 tons," which they were building, as follows:

"Dimensions, 57 feet 4½ inches keel; 10 feet hold; 22 feet beam. To be built of good, sound, white oak timber, and planked. \* \* \* Calculated to sail fast and carry a good burthen; to finish the upper work as may best suit the owners; to be completed the first day of July next."

In 1796, Albert Smith built a *brig* for Nehemiah Somes, and in 1797 was built the ship "ROMULUS," 264 tons, of Boston; owned by Albert Smith, Hanover; Josiah Smith, builder. This was probably the same "Romulus" which was wrecked and condemned at Honolulu, H. I., 1849, then fifty-two years old. The Sch. "RESOLUTION" was built by the Smiths about this time. Also, the "DILIGENCE" was probably built before 1799. Half her cost, as per bill, was £1406. Josiah built for Albert Smith, in 1799, the ship "AURORA," 244 tons. The ship-carpenters were: Tilden Crooker,\* who, with his boys, worked on a sloop in the same yard in 1802; Elijah Randall, who lived near Randall's Swamp, in Hanover, and others. Two

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\* See Bridge Yards.

compasses for the "Aurora" cost £1 4s. The anchors cost, at Reuben Curtis' forge, £81. He also built another vessel the same year, 1799, the ship "CICERO," 227 tons. Elisha Curtis, who calked her, lived on the Recompense Tiffany place. Those who worked on her otherwise were: Belcher Clark, William Copeland, Benj. Bass, Jr., Elijah Sylvester, Benj. Dwelley, Charles Sprague, who lived in the house now occupied by Thomas Hunt, So. Scituate, Isaac Perry, Michael Ford, Michael Stetson, Elijah Randall, Reuben Curtis. Half the ship "Cicero" was sold for £1603 17s. 6d., to Capt. Thomas Smith. The third vessel they built this year, 1799, was the ship "BETSEY." Elijah Randall and the other men worked on her. During the next year, 1800, they built two vessels, and started a third, a schooner. The first was the ship "DEDALUS." The ship-carpenters were: Benj. Bass, Jr., Elijah Sylvester, Benj. Dwelley, and Isaac Perry, who also made the rudder for £2 8s. Elijah Randall and Timothy Robbins, who also worked on a schooner and a gundalow in this yard the same year, and others. Also in 1800, the ship "NEPTUNE," of 280 tons, for New York parties; Josiah Smith, builder. Michael Stetson did the joiner work, and also on a brig of 93 tons in 1801. The anchors came from Reuben Curtis' forge; weighed 2706 pounds, and cost over £89. In 1824, the "Neptune" hailed from New London, and was in the South Seas, whaling; in 1850, in the Indian and Northern Pacific Oceans, and in 1857 was sold and broken up at the Sandwich Islands.

1801 was the "Red Letter" year for these yards. During this year, six vessels were launched from the two Smith yards, all of good size. Josiah Smith was the builder of four, and master carpenter of the other two. No other firm, and no yard on the river except the Wanton Yard, can show a record equal to this; and to see the quiet spot, at the present writing, it is hard to realize that six large vessels were launched by one firm during one year, besides many others, all from the shores of Hanover, below the bridge, but such is the fact. The first vessel launched here this year, was built by Josiah Smith for his brother Albert. This was the ship "HANOVER," 281 tons. Ship-carpenters employed on this vessel were Charles Sprague, Michael Ford, Josiah Smith, Jr., Reuben Curtis, who also furnished anchors for the "Hanover" for £93 6s. Robert and Joseph Eells did the iron work for \$973.26. In January, 1804, the ship "Hanover," then under Capt. Burney, was at Sumatra. Josiah Smith built, for his brother Albert of Hanover, and

Thomas of Pembroke, and others, in 1801, the ship "GARLAND," 280 tons. Ship-carpenters employed on this vessel were Jabez Witherell, Benjamin Dwelley, Turner Stetson (who also worked on a brig and ship previously on this yard, and was paid £3, 14s. for getting one of these vessels over the shoals), Nath. Stetson, father of Harrison Stetson, who now lives on Spring street, in Hanover; Isaac Bowen Barker, a Pembroke Quaker, who did planking on a brig and ship previously; Isaac Cox, Pembroke; Enos Palmer, of Church Hill; Reuben Curtis, Elijah Sylvester, who worked planking on many of the vessels, and helped to get them down river; Job Hall, Abner Magoun; also Wm. Corlew, or Bill Corlew, as he was familiarly known, who was a descendant of Edward, who came from the north of England prior to 1730, and was wrecked on the beach near the mouth of North River. Many were lost, but Edward was among the saved. William was a good-hearted fellow, but finally succumbed from too much indulgence in the "ardent," a result too common even at this day. Ephraim Stetson kept a grog-shop, where the drug-store now is, at the Four Corners. That corner was called, by the temperance people, "Stetson's Shoals." The following letter, on the death of Bill Corlew, written by Squire Wood to an old ship-builder, explains itself:

"TUESDAY MORNING, Nine O'clock.

*Dear Sir:*—I hasten to inform you of the melancholy tidings just received, of the loss of the 'Bill Corlew,' an old and successful steamer of 250-horse power. The 'Bill Corlew' has had her hull frequently strained and damaged, while beating in the fog off and on 'Stetson's Rocks,' and though she has long successfully navigated herself, yet repeated disasters had so enfeebled her that her boiler failed about eight o'clock this morning, and she immediately sank, beyond soundings, of course, a total loss. The Distilleries of New England, by whom the 'Bill Corlew' was wholly owned, will shortly have a meeting to settle her concerns, and probably purchase or charter one or more steamers to supply her place. It is not expected that it will be so difficult as it has been to supply steamers on this dangerous navigation, as it is reported that the 'Massachusetts Charitable Society' intend furnishing several *safety barges* to ply off 'Stetson's Rocks,' to relieve those who may be wrecked thereon, and save them from the bottomless gulf that beats upon this dangerous place. And it is further currently reported that some humane members of the 'Hanover Temperance Society,' residing on the borders of said Rocks, are now daily acquainting themselves with this navigation, not to supply the place of the 'Bill Corlew,' but with the laudable design, no doubt, of administering relief to



those unfortunate souls who are here obliged to sacrifice their comforts and their lives. Any further information shall be promptly communicated.

Yours, &c.,

SPY.

P. S.—The 'Bill Corlew' was launched in Scituate about the year 1770; originally built on the low-pressure principle, but altered to that of the high-pressure about twenty-five years since, since which, by the daring inclination of her commander, she has always borne the highest steam. It is not known whether any passengers were on board at the time her boiler failed; if so, they must have made a hasty, though reluctant retreat. All property on board was inevitably lost, and not a wreck is left behind."

He left no descendants. The next vessels built and launched in 1801 were the ship "FAME" and the brig "FAME." These two vessels were on the stocks at the same time. Among the ship-carpenters employed were Benj. Dwelley, uncle to Capt. Nathan Dwelley, and great-uncle to Robert E. Dwelley, of Hanover; Nathaniel Stetson, Enos Palmer, Job Hall, Elisha Curtis, Jr., and Jabez Witherell. Josiah and Albert Smith built these vessels together. The same year they launched the Brig't'n "CAMILLA," 108 tons, for Stephen Gorham, Boston. The ship-carpenters were Benj. Bass, Enos Palmer, and others. Josiah Smith, Jr., builder. The sixth and last vessel launched in 1801 was the ship "MARY," 211 tons, of Boston. Built for William H. Borman, Josiah Smith, Jr., builder. Benj. Bass and the carpenters who were employed upon the other vessels, worked on, or furnished material for, the "Mary."

The next year, the Smiths built three vessels: The sloop "HECTOR," 61 tons, built in 1802 by Josiah and Albert Smith; and the same year, 1802, the sloop "BETSEY," 65 tons, built by Josiah Smith, and sold to Plymouth; afterward owned by Samuel and Abel Lunt, of Newburyport. This was probably the same "Betsey" which is recorded at the Boston Custom House as having been "taken by the French, papers detained, and vessel destroyed." The ship "PEARL" was built in 1802, by Josiah Smith, Jr., and Benjamin Bass, Jr., for Capt. Albert Smith.

*Benjamin Bass*, who built here, in company with Josiah Smith, was the son of the Rev. Benjamin Bass, first pastor of the First Church in Hanover. He lived on Broadway, near the corner of Spring street, in the house later occupied by his son Elisha, and where Charles Dyer now resides. Benj. Bass has descendants living in Rockland.

In 1803 was built the ship "AMERICA," 280 tons, of Baltimore, by Josiah Smith, master carpenter; Miller Smith, master; Albert and Miller Smith, owners; and, in 1804, the ship "MERCHANT," 263 tons, of Boston; Josiah Smith, master carpenter. In 1804-5, Milliar Smith built a *ship* for Capt. Albert Smith. There was also built here in 1805, the ship "INTREPID," 282 tons, of Plymouth; Josiah Smith, master carpenter; owned by Thomas Smith, Pembroke, and Albert Smith, Hanover. They built two vessels in 1806: The ship "LYDIA," 280 tons, of New Bedford, Josiah Smith, master carpenter; and their second, ship "NEPTUNE," 278 tons, of Boston; owners, Thomas Smith and others; Josiah Smith, master carpenter. This "Neptune" was lost at sea in 1807. In 1807, Thomas Smith built, in Hanover, the ship "UNION," 231 tons. Owners, Albert Smith, Hanover; Thomas Smith, Pembroke; Milliar Smith, Scituate, and others. The same year, Josiah built the Sch. "PILGRIM," 62 tons, which he sold, in 1809, to Albert Smith and Edward Eells. After the "Pilgrim," the Smiths did not build any vessels alone, but were interested, especially Josiah, in the vessels built by the Eells for several years; and in 1810, Josiah Smith and Edward Eells built a *schooner* in company.

In 1811, *William Delano*\* built a large ship in Hanover, and probably at this yard, viz.: ship "LADY GALLATIN," 358 tons, of Hanover, William Delano, master carpenter; Miller Smith, master. It took a great deal of liquor, in those days, to build a vessel, which was charged to the vessels as was the material used in building them. This was done on all the yards. The following are copies of two charges from an old account book: "To 78 gallons West India Rum, drunk in the summer of 1811, while at work on vessel \* \* \* \* \*, \$104." In 1813, "To 80 gallons Gin and Rum, from March 22nd to August 25th, at 9s., \$120." Later, the use of liquors was discontinued in the yards.

In 1789, the Sch "REVENUE," 27 tons, was built in Hanover, and owned by Robert and Barzilla Eales, Hanover; Anthony Waterman, Sr. and Jr., Scituate. It was afterward sold to Beverly. This was probably built by "Bezal" Eells, as they used to call him, who was a shipwright,† but at what yard he

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\* See Wanton Yard Chapter, Scituate.

† See Barstow Yard Chapter, for account of the Eellses.

built is not known. Edward and Samuel Eells succeeded to the Smith Yard about 1809-10. (Samuel Eells was Adjutant of the First Brigade, Fifth Division, Second Regiment, Scituate Militia, 1813.) They built the Sch. "MERT," 131 tons, at Hanover; owners, Albert and Milliar Smith and Edward Eells; and the ship "SAMUEL," 310 tons; owners, Josiah Smith, Edward and Samuel Eells, after whom it was probably named. In 1811, they commenced building a very large vessel, which, owing no doubt to results of the destructive Embargo Act, was not finished until 1815, when it was sold to Mr. Marcy. This was the ship "EDWARD," built in 1815, 346 tons, two decks and three masts, length, 102 feet, breadth, 27 feet, depth, 18 feet; owners, Miller Smith, who was captain of her; Edward Eells, the master carpenter, and Samuel Eells, Hanover. In 1816, they built a *brig*, which was their last, excepting the ship spoken of in the beginning of this chapter. The Eells were, in 1817, succeeded by the Barstows, as stated elsewhere.

"Poets" were not uncommon among the ship-builders on North River, and the Smith Yard had one who put in rhyme many of the occurrences of his time. A party of prominent ship-builders, and men interested in shipping, went to Scituate Harbor, on horseback, intending to go lobstering, an excursion frequently taken in those days. So eventful was their journey that the following description of it was written, which many of the older people "know by heart":

Come now, my friends, and pray attend,  
While I to you relate  
What I've been told. I'll now unfold  
Of \* \* \* \* \* and his mate.

It happened so, not long ago,  
There sailed a Yankee fleet;  
While on their route, not passage out,  
They met with a defeat.

From Corners Four, their course they bore,  
With a light and pleasant gale;  
Their course they shaped for Scituate,  
While under easy sail.

While on this tour, six knots an hour  
They made by calculation,  
For 'twas but five when they arrived  
At their point of destination.



*Samuel Ellis*



'They moored their ship, and lowered their peak,  
And hoisted out their barge;  
And then did they, without delay,  
Their cargo soon discharge.

This being done, they then begun  
To be a little merrie;  
And round did pass the social glass,  
While all hands sung out "Steady."

Then quickly they got under way,  
And gave the sailing cheer;  
The wind was light, and just at night  
They all for home did steer.

But soon came on a direful storm,  
Which shattered much their fleet;  
And e're next day were cast away,  
And foundered in the street.

The Frigate \* \* \* \* was driven on  
The little smelt brook shoal;  
And then she bilged, and quickly filled,  
And lost was every soul.

The ship astern could now discern  
Their sad and doleful fate;  
And then to save did dangers brave,  
But, ah! it was too late.

The head ship wore, and down she bore,  
Under a press of sail,  
To give relief; but with much grief  
She saw her efforts fail.

Then, with great speed, she did proceed  
To examine all around;  
And of her crew, she found but two  
Lie prostrate on the ground.

One of them fast, with a lobster gaff  
Directly through his leg:  
So bruised was he, no doubt could be,—  
They took him up for dead.

The other one had now begun  
To call for some relief;  
For, searching round, they quickly found  
He'd loosened all his teeth.

Nor was that all, for in his fall,  
In trying to get by,  
On that stone bed he hit his head,  
Which gave him one black eye.

No time to waste, but in great haste  
The doctor they did call;  
He examined well their wounds, to tell  
If he could cure them all.

"Be not afraid," to them he said,  
"Your wounds I soon shall cure;  
Now go to bed, and grease your head,—  
From harm you are secure."

And now 'tis passed, and they at last  
Are likely to recover;  
The doctor says, in thirty days  
They both may take another.

## CHAPTER VII.

### BARSTOW'S "TWO OAKS," AND LOWER YARDS.

1760 — 1846.

THOMAS BARSTOW, CAPT. ROBERT LENTHAL EELLS, NATHANIEL BARSTOW, THOMAS BARSTOW, JR., COL. JOHN B. BARSTOW, DEA. ELIJAH BARSTOW, ABNER STETSON, MICHAEL FORD, JR., ISRAEL H. SHERMAN, COL. JOHN BAILEY, CAPT. ELIJAH BARSTOW, JR., BARKER TURNER, JOSEPH S. BATES.

THOMAS BARSTOW and Capt. Robert Lenthal Eells built at the yard marked, until within comparatively a few years, by two gigantic white oaks, at least three centuries old. The yard was located between Isaac Perry's and Paige's yards. It was occupied by Messrs. Barstow & Eells for about thirty years, when they were succeeded by Mr. Barstow's sons. *Thomas Barstow* was son of Benjamin and grandson of William. (See Bridge Yard.) He was born Feb. 27, 1732, and died in 1797. He lived in Norwell, near Palmer's Bridge, by the Third Herring Brook, where now resides his grandson, Capt. Elijah Barstow. During the Revolution he built several small privateers, some of which were for Mr. Derby, of Salem. It was his brother James who built at the old yard by the Bridge. His brother Gideon, also his nephews, Gideon, Wilson, Benjamin, Elias, and his grand-nephews, James, Calvin, Wilson, and Nathan H., were ship-builders in Mattapoisett, where many of their descendants now live. He was great-grandfather of Benjamin B. and Herbert Torrey, of Hanover.

In 1792, Joshua Barstow, proprietor of Barstow's Forge (see Chapter I.), had a vessel built by his cousins, and named it after his Forge. 1792. Slp., afterward Sch., "NEW FORGE,"

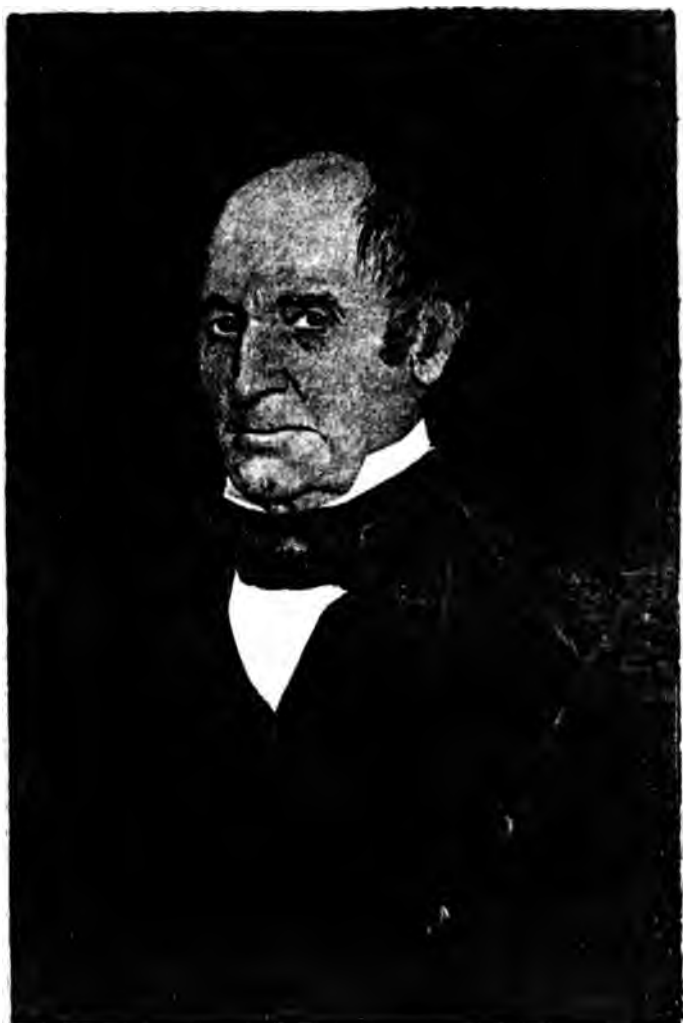


37 tons, of Hingham; owners, Geo. Turner, Nathl. Cushing, Thos. Hubbard, Joshua Barstow, and others. She was built in Hanover. The second member of the firm, *Capt. Robert Lenthal Eells*, was a direct descendant of John, through Samuel, and Nathaniel and Samuel. John was among the early settlers of Dorchester. His son Samuel commanded a garrison at Dartmouth, Mass., in King Philip's War, 1676, and married Anna, daughter of the Rev. Robert Lenthal, for whom Capt. Robert was named. Nathaniel, son of Samuel, a graduate of Harvard, 1699, was a minister over the Second Church in Scituate, and married Hannah North, of Hingham, aunt of Frederick, Lord North (afterward Prime Minister of George III.). Samuel, son of Nathaniel, was also a minister, and married Hannah, great-granddaughter of Rev. William Witherell, of Scituate.\* Capt. Robert Lenthal Eells lived on the site now occupied by the residence of his great-grandson, Robert E. Dwelley, at Hanover Four Corners. During his partnership with Thomas Barstow, he superintended the iron work of the vessels, and Mr. Barstow the wood work. Capt. Eells' blacksmith shop stood on one of Hanover's Four Corners, near his residence, and opposite the hotel property. The black earth in the field now marks the spot. Capt. Eells also did the iron work of vessels built at many of the other yards. His sons Robert and Joseph succeeded him in the iron or blacksmith trade. His sons Edward and Samuel were shipwrights, and built at North River (see Smith Yards); also his nephew, Bezal, who died in Maine. Capt. Robert Lenthal Eells was one of the wealthiest citizens of his day. Barry says, "He was an extensive landholder, a man whose chief greatness consisted in the greatness of his soul; of unbounded hospitality, charitable, patriotic; an able officer in the war of the Revolution, who opened his doors cheerfully to all who were engaged in that struggle, and whose daughters evinced their zeal for liberty in ministering to the wants of the soldiers, and in manufacturing cartridges for the use of the companies enrolled in the town." His daughter Betsey married Col. John B. Barstow, and his daughter Lucy married Dea. Elijah Barstow, who, with his brother, Col. John, succeeded to the business at this yard. In other words, two sisters married two brothers, so their descendants are doubly related to this firm. The late John P. Eells, whose widow now

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\* For a complete account of the genealogy of the Eells family, see Barry's History of Hanover.





*John B. Baylton*

resides at Hanover Four Corners, with her daughter Harriet L., was a grandson of Capt. Robert and son of Samuel, who built on the Smith Yard. John Pierce Eells was born Aug. 12, 1822; married Anna Mitchell, Jan. 5, 1848. She was born Oct. 10, 1823. Their children were: 1. Annie Elizabeth, born Nov. 3, 1849; married Fred. Stetson, April 3, 1872, and have children: Ethel Pierce, born April 26, 1876; Una Williams, born Jan. 3, 1878; Helen Wood, born Sept. 6, 1879. 2. Martha Forbes, born Nov. 10, 1854; died June 6, 1856. 3. Harriet Louise, born July 5, 1859. John Pierce Eells died Nov. 25, 1883.

No very large vessels were built by this firm. The merchants used smaller vessels in their trade, large numbers of such craft being employed in the early part of the eighteenth century, in commerce with the West Indies, taking out beef, pork, fish, and oil, and bringing back rice, pitch, spices, and logwood, rum and sugar. Later, when the whaling business increased, there was a demand for larger vessels, and their successors built next to the largest vessels built in Hanover. Messrs. Barstow and Eells were both born in February, 1732. They were cousins, and always companions in life. Mr. Eells died in 1800. Thomas Barstow married Sarah Studley, and had children: Sarah, born Nov. 27, 1754; Thomas, born Dec. 20, 1756; Rebecca, born March 8, 1759; Nath., born Oct. 10, 1761; John Burden, born Jan. 15, 1764, who died Aug. 6, 1854, aged ninety years; Molly, born Aug. 1, 1768; Elijah, born Feb. 13, 1771.

John B. Barstow was Lieutenant Colonel, Second Regiment, 1815. The Parade Grounds were located on the Indian Fields, in Pembroke, east side of the ponds. John Burdin Barstow, third son of Thomas Barstow and Sarah Studley, born Jan. 15, 1764; married Betsey Eells, second daughter of Robert Lenthal Eells and Ruth Copeland. Children: 1. Sarah, born May 21, 1788; married Joseph S. Bates. 2. Betsey Eells, born Sept. 22, 1789. 3. John, born Feb. 17, 1791. 4. Jane, born July 24, 1792; married David Hersey. 5. Hannah, born Jan. 27, 1794. 6. Edward, born Aug. 27, 1795. 7. Robert, mariner, born Feb. 1, 1797; died in England, Oct. 13, 1818. 8. Benjamin, shipmaster, born Dec. 15, 1799. 9. Salome, born July 24, 1801; married Haviland Torrey, son of Wm.

Torrey, of Plymouth.\* Dea. Elijah married Lucy Eells, sister of Col. John B. Barstow's wife, and died in 1842. They had children: Nathaniel, born Aug. 1, 1799; Lucy, born Dec. 22, 1801; Elijah, born Oct. 2, 1805, now living;† Edwin, born July 30, 1811; Abby, born Dec. 6, 1812; Andrew, born Dec. 30, 1813. Andrew left Caldera, So. America, Oct. 2, 1856, master of the Salem ship "Lantao," and was never heard from after.

Thomas Barstow's four sons succeeded him in the business. Later, Nathaniel withdrew, and went to Camden, Me., where he died. Thomas, Jr., John B., and Elijah then built until 1818, when Thomas retired, and Col. John B. and Dea. Elijah continued in business until 1832, when Elijah, Jr., son of Dea. Elijah, bought out his uncle, and went in business with his father, where he continued until 1841. The Barstows built one whaler, for Nantucket, that was fifty-eight years old at last accounts. The first vessel I have any account of, built by the successors to the old firm, was in 1799, ship "RODOLPH FREDERICK," 271 tons, of Boston, built in Hanover, by John B. and Elijah Barstow. Thomas, John B., and Elijah Barstow, in company, built, in 1800-1, a *ship*, name unknown; also, in 1800, Sch. "LUCRETIA," 114 tons, of Boston; John B. Barstow, master carpenter. 1801. Sch. "FREDERIC," 107 tons, of Boston, for Nathl. Goddard; John B. Barstow, master carpenter. 1802. A *schooner*, name unknown.‡ 1803. Ship "POCAHONTAS," 279 tons, of Boston, for Capt. John Hol-

\* For genealogy of the Barstow family, see Barry's History of Hanover.

† See Briggs' shipyard and genealogy

‡ Articles of an agreement made and concluded on by and between Thomas Barstow and Elijah Barstow, of Scituate, and John B. Barstow, of Hanover, all in the County of Plymouth, shipwrights, of the one part, and Jonathan Phillips and Mathew Allen, both of Harwich, in the County of Barnstable, mariners, as the other part, witnesseth that the said Thomas, John, and Elijah, doth agree to build a *schooner* of the following dimentions, viz.: forty-five feet keel, sixteen feet eight inches beam, and five feet eight inches in the hold, Federal measurement. The said Thomas, John, and Elijah further agree to build said schooner of good warrantable timber and plank, and to iron her well in every part, and to finish the hull complete, including spars, joiners' work, painting the outside, glazing the cabin windows, and to build the chimney, grave her bottom, pay her waste and decks, and find one pump, and to launch said schooner by the 7th day of April next, in consideration of which the said Jonathan and Mathew do agree to pay twenty-six dollars per ton, in manner following, viz.: Six hundred and fifty dollars when the schooner is launched, and the remainder by the last day of November following, and to give good security and interest from the day said vessel is launched. In witness whereof we have hereto set our hands and seals this 22d day of November, 1802.

JONATHAN PHILLIPS,  
MATHEW ALLEN.

Witness:—JOSEPH EELLS,  
EDMUND SYLVESTER.

land, Jr., and Nathl. Goddard, John B. Barstow, master carpenter; and, in 1803, the Sch. "ADAMS," 77 tons, for Duxbury parties. The brig "CENT" was built by the Barstows in early times; also the ship "HENNETTA," for Nathl. Goddard. In 1804 they built a *ship* for Isaac Shearmon. In 1805, they built three ships; first, ship "PROTECTION," 270 tons, of New Bedford.

The second was the ship "FRANCIS," a whaler, of 291 tons. This vessel was taken by Sir George Cockburn during the War of 1812, but was subsequently released. Sir George Cockburn was detailed by the British Government for cruising on the American coast, and assigned the "Albion," an eighty-four gun ship. He took the "Francis," off Montauk, south of Massachusetts. Later, he was at the burning of Washington, D. C. After he returned to England, he was ordered to the war ship "Northumberland," to take Napoleon to St. Helena. A young man named Ratcliff was with Sir George during all of the above time, and in 1820 was cast away on Nantucket, where he afterward lived and died. He was very fond of telling how Napoleon used to pinch his ears, and talk to him. The "Francis" was whaling in the Pacific, under Capt. Barzillai Coffin, of Nantucket, in 1816. She was sold in 1825, and foundered at sea in 1826. The third vessel built in 1805 was the ship "HENRIETTA," 279 tons, of Boston, John B. Barstow, master carpenter. In 1806, they built the ship "HENERY," owned at one time in New Bedford; in 1807, a *ship*, sold to Capt. Barnea, Nantucket; in 1808, a *ship*, sold to Capt. Elijah Nickerson; in 1809, ship "GOVERNOR GORE," 302 tons, of Boston, for Thomas Hazard. In 1810, a *ship*, sold to Capt. Gibbs; and, in 1810, a *ship*, sold to Ebenezer Nickerson. In 1811, the ship "ELIZA ANN," 312 tons, of Boston. This vessel was cast away on Sumatra, Aug. 19, 1819, and was a total loss. The ship "ANN" was launched April, 1815, after laying on the stocks during the War of 1812. She was of 340 tons, built for Capt. Miller, New York. In 1816, they built a *ship*, probably the "FRANCIS," for a Mr. Marcy; and the same year, 1816, the "HYCSO," 290 tons, for Zenas Coffin, of Nantucket. She was lost on Huakeine, Society Islands, 1826. In 1817, they built the Sch. "MARINER," for Capt. Smith, of Nantucket. This vessel lasted many years, and was finally sold. Also, in 1817, a *schooner*, for Mr. Eldridge, of the Cape. They launched two vessels in one month in 1817: Sch. "LEADER," April,

1817, a Baltimore packet, 96 tons, for Jonathan Smith, Nantucket; and the ship "INDEPENDENCE," April, 1817, a whaler, of 311 tons, for George Swain, Nantucket.

The ship "Independence" was whaling in 1817, and in 1819, Capt. Swain, after filling this ship in the Pacific Ocean with 1388 barrels of sperm oil, 568 of whale oil, said that no ship could fill again with sperm oil. After whaling in the Pacific many years, she was lost, under Capt. Isaac Brayton, on Starbuck's Island, South Pacific Ocean, with 1800 barrels of sperm oil, in 1837. This was the last vessel built by this firm, Thomas, Jr., retiring this year.

In 1838, the Sch. "OUTESIE," 99 tons, of Scituate, was built in Hanover, just above Barstow's Yard, on the old Stockbridge place, by Abner Stetson, Michael Ford, Jr., and Israel H. Sherman, of Scituate, and owned by them, James Jenkins, George M. Allen, of Scituate, Martin Curtis, and Horace Stetson, of Hanover, and others. When Joshua Stetson was working in the Navy Yard, the Commodore, who had a donkey that he was very fond of and often had in the yard, came along, and asked "Josh" what he thought of his donkey. "Well," said Josh, "if he had epaulettes on his shoulders, I think he would resemble our Commodore very much." Israel H. Sherman was born in the house on the "Old Oaken Bucket" place, on Pond street, in Scituate, and still lives about a mile below, on the same street. For thirty successive years he worked in the ship-yards. The "Outesie" was the last vessel built at this yard, and, as has been seen, she was built by ship-carpenters found earlier and later in other yards on North River.

*Elijah Barstow*

and Col. John B. Barstow continued the business, but not in the old yard.

The demand was

now for larger vessels for the whaling business of Nantucket and New Bedford, and for large merchant ships. Numbers of merchant vessels were built for the sons of John B. Barstow, in New York City. As the yard at the *Two Oaks* was too far up to build such large vessels, the new firm concluded to go a few rods farther down stream, and therefore secured the yard where Edward and Samuel Eells had been building a few ves-

sels, and occupied previously by Albert and Josiah Smith. Samuel Eells died in Hanover, March 17, 1863, aged eighty-two years.

The first occupant of this yard, of whom we have any knowledge, was *Col. John Bailey*, a distinguished officer in the Revolutionary War. He was Lieutenant Colonel of Col. Thomas' Regiment. He was with Col. Thomas at Roxbury, and had charge of the regiment when Col. Thomas was commissioned as general officer.\* He probably built here previous to the Revolution. *Joseph House* was his master workman. Prior to this time, John B. Barstow had been the master carpenter of the firm. When the two brothers started in their new yard, it was on an equal footing, and both attended strictly to business. An amusing incident occurred at this yard about this time. It is related that one day an old ship-builder went to the Four Corners for a jug of rum for the yard, (it was the custom in those days to serve grog to "all hands" at 11 A.M. and 4 P.M.,) and returning to the yard with the handle and part of the nose knocked off, said, "Well, boys, I met with a shipwreck on the way down." "Yes," said the one who had just taken the first serving, "and shipped a lot of water, too."

Four vessels lay on the stocks during the War of 1812, above Barstow's Yard. The first year the new firm occupied this yard, they built four vessels, which was the best year's work recorded on any yard in Hanover, Smith's excepted. The vessels were launched in April, May, July, and November, 1818. The first was the ship "STATES," 290 tons, Capt. David Swain, 2nd, owned by Zenas Coffin, of Nantucket. In 1820, she was whaling in the Pacific, and sold to New York after making two voyages whaling from Nantucket.

The second was the ship "PERU," of Nantucket, 257 tons, launched in May, 1818. In 1820, she was whaling in the Pacific, under the command of Capt. David Harris. About 1833, she was changed into a bark, and from then until 1864 was whaling on the South coast, and in the Pacific, when she was sold to Williams & Haven, of New London, Conn. Starbuck, in his "History of American Whale Fisheries," claims that the "Peru" was the first ship brought over the bar at Nantucket by the "Cancels." "Bells were rung," he says, "and guns fired,

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\* See Brick Kiln Yard.



and a great concourse of citizens greeted her arrival." The "Camels" were practically a floating dock, with which vessels were taken over the bar at Nantucket. The "Peru" was transferred about 1839-42. On Dec. 2, 1866, while the "Peru" was at Honolulu, H. I., the third mate, Charles N. Marsh, died. March 2, 1872, while whaling in the Atlantic, a boat's crew were lost by capsizing. In 1874, she was sold to John McCullough, of New Bedford, and in 1877 was still whaling in the Atlantic, under Capt. Jasper M. Ears. In 1883, she was broken up at New Bedford, being then in her *sixty-sixth* year.

The third vessel was the Sch. "BANKER," launched July, 1818, 75 tons, David Elliott, Provincetown, owner; and the fourth, which was launched in November, 1818, was the ship "CLAY," 299 tons, of Boston, John B. and Elijah Barstow, master carpenters. She was built for a merchantman, commanded by Benj. Hichens, and owned by Hon. William Gray, of Boston, ancestor of William Gray Brooks, Esq., formerly of Hanover.

William Gray, who had quite a number of ships built on North River, was probably the largest ship-owner ever in this country. He was born in 1750, died in 1825. At one time he is said to have owned sixty square-rigged vessels. He was first President of the State Bank, and Lieutenant Governor when Elbridge Gerry was Governor.\* From 1819 to 1833, the Barstows built one or two vessels each year. The ship "WASHINGTON," launched 1819, whaler, 309 tons, was owned by Reuben Swain and Zenas Coffin, Nantucket. Capt. Thomas Barstow Donnell, a cousin of Elijah Barstow, went in her the first voyage. He left her for the grocery business in New York, and was prostrated with small pox, which obliged him to give up, and he settled in Hanover, where his widow still resides. He died March 8, 1865, aged sixty-one years. His descendants are: 1. Ruth, married, and living in the West. 2. Nancy, deceased. 3. Jennie, now widow of Henry Pratt. 4. Reuben. The ship "Washington," in 1819, was whaling in the Pacific, under Capt. Reuben Swain, 2nd; and in 1825, lost her first mate, David Starbuck. She was condemned at Oahu, Hawaiian Island, in 1849, being then thirty years old.

In June, 1820, they launched the ship "SPERMO," whaler,

\* Drake's Landmarks of Boston, p. 20.

296 tons, Capt. James Bunker; Aaron Mitchell, Nantucket, owner. She was whaling in the Pacific in 1820. Sold in 1823 by Aaron Mitchell, and, while in the merchant service, she foundered at sea, and all hands lost, coming from Liverpool to New York, in 1825. The next vessel built at this yard was the ship "CONSTITUTION," 325 tons, launched in March, 1821. The same year she was in the Pacific, whaling. She was owned by Zenas Coffin, Nantucket; Capt. David Swain, 2nd, master. 1826, Capt. Isaac Chase, who was then master of her, it is reported would not go around Cape Horn, but went to the "Banks," and returned, accusing his crew of mutiny. From 1830 to 1856, she was owned by C. G. and H. Coffin, of Nantucket, and used whaling in the Atlantic, Pacific, and Indian Oceans. In 1847, Mr. Prince, her third mate, died at sea. She was whaling until 1856, when she was condemned at Nantucket, then thirty-five years old.

In September of the same year, 1821, they built the ship "OENO," Capt. G. B. Worth, owned by Aaron Mitchell, of Nantucket, 328 tons, used in the Pacific, whaling. In April, 1825, the ship "Oeno," then under Capt. Samuel Riddell, and on her second voyage, struck a reef near Turtle Island, one of the Feejee Group, and speedily showed signs of breaking up. The crew, twenty-one in number, took to the boats, and landed upon the island, lured thither by the friendly motions of the natives; but when ashore about two weeks, a tribe from a larger island visited the one upon which they were, and, finding them unarmed, massacred all but one, William S. Cary, a Nantucket boy, who escaped after several years' imprisonment among them, during which time he was taken care of by a chief's wife. He came home, and lived many years. In 1822, the firm built two vessels. The first was launched in July, the ship "LYDIA," 329 tons, Capt. Allen, owned by Z. Coffin, of Nantucket, and in 1825 she came back from her first voyage of three years in the Pacific, whaling, with 2318 barrels of sperm oil. She returned to the Pacific, and, when under Capt. Edw. C. Joy, was burned at sea, off Paita, Peru, Jan. 31, 1833; supposed to have been fired by one of her crew. The second, the brig "TRENT," launched in September, 1822, 249 tons, was commanded and owned, first by John Barstow, then Edw. Barstow, Nathaniel Barstow, and Mr. Foster, who died in New Orleans, of yellow fever. She was run into and sunk in the Mississippi River; afterward raised, and commanded by

Capt. Freeman Foster. One of her crew, Henry J. Hitchcock, died Nov. 10, 1826, at New Orleans, of yellow fever, after an illness of only five days, in the twenty-third year of his age. He was first mate of the brig "Trent," when commanded by Capt. Edw. Barstow. It is said that he was very much afraid of the fever, and was taken down with it just as the vessel was ready to sail. Capt. Barstow delayed sailing for a few days, hoping he might recover. He was son of Dr. Gad Hitchcock, of Hanson.

The ship "GOREE," launched September, 1823, 336 tons, was built for John Barstow, New York, and finally sold to Stockholm, Sweden. In July, 1824, they launched the ship "SELMA," 266 tons. She was a cotton ship, built for the Mobile trade, and sold to Thomas Longfield, New York. She was bought from New York, 1833, by A. H. Seabury & Bro., of New Bedford, and sent to the Pacific, whaling, under Capt. Jonathan Nye. Here she was until Sept. 9, 1841, at which date she was burned at sea; then under the command of Capt. Luce, and owned by G. O. Crocker & Co., of New Bedford. They launched the Sch. "MENTOR" in May, 1825, a Baltimore packet, 98 tons, Jonathan Smith, Nantucket, owner. Captized in a squall off the Bahamas in 1831, and two men lost; the others saved by a Kennebec vessel. This was the last schooner he owned. There was built at this yard, in 1825, ship "JOHN & ELIZABETH," 295 tons, of New York; John B. and Elijah Barstow, master carpenters. This vessel was launched in July, and sold to Capt. John Barstow, at New York. She was named after Col. John B. Barstow, and his wife Elizabeth. The ship "John & Elizabeth," which had been sold for a whaler, arrived in New London, from the South Atlantic, whaling, in 1838, with 200 barrels of sperm oil and 2300 of whale oil. From 1840 to 1858, she was very successful, whaling, in the Indian Ocean and off the Northwest coast. In 1858, she belonged to Williams & Haven, of New London, Conn., and was condemned and broken up in her thirty-fourth year, in the port of Honolulu, H. I., in September, 1858, at which time she sent home 38 barrels of sperm oil, 1770 of whale, and 12,000 pounds of whalebone.

In 1827, the ship "HANOVER," 329 tons, of New York, was built at this yard, John B. and Elijah Barstow, master carpenters. She was owned by John and Edw. Barstow, of New York, and commanded by Capt. Benjamin and Capt. Nathaniel

Barstow respectively. Also, they built, in 1827, ship "AMERICAN," 283 tons, John B. and Elijah Barstow, master carpenters, for whaling, and launched in August. She was owned by Samuel Hunting, of Sag Harbor. The ship "American," in 1827, was off Patagonia, whaling, under Capt. Geo. Post; afterward she was in the South Seas; 1829, under Capt. Wm. A. Jones, off Brazil; 1840-43, under command of Capt. Cooper, off New Zealand and Crozette Island. About 1843, she was changed into a bark, and in June, 1846, while whaling, under the command of Capt. Wm. Pierson, off the Northwest coast, the captain and three men were lost, by a whale running over their boat. The "American" was condemned at St. Thomas in August, 1848. Whether the "Neptune" was built at this yard or not, it has been impossible to prove, but it is more than likely she was. The bark "NEPTUNE," 338 tons, two decks, sixteen feet draft, copper and iron, oak and cedar, one hundred and six feet long, twenty-seven feet broad, was built in Hanover, 1828; owned in 1865 by Garrels & Meyer, Halifax, Capt. Banker. In 1828, the Barstows built a vessel for Zenas Coffin, of Nantucket, which was to be named the "*Rising Sun*." She was launched in June, and when she arrived in Nantucket, Zenas Coffin was lying dead. His son Henry, who later owned the vessel, named it after his father: the ship "ZENAS COFFIN," 338 tons, 17 feet draft, double-decked, oak, copper and iron fastened. She was whaling in the Pacific in 1828, and in her first voyage, of three years, she got 2732 barrels of sperm oil, then under Capt. Joy. In 1857, her owners, C. G. & H. Coffin, of Nantucket, sold her to New York, at which time she sent home fifteen thousand dollars' worth of bone and oil. In 1861 she was again owned by H. Coffin, and in 1863 by Starbuck & Co., Nantucket. There are two accounts of her ending, — one, that she was used up whaling off So. America; the other, which I believe to be correct, that she was sunk off Charleston, to obstruct the blockade runners; was afterwards raised, and, in 1874, owned by Garrels & Mayer, at Halifax, N. S., then *sixty-six years old*. There was launched at this yard, in May, 1829, the Sch. "SARAH & BETSEY," 85 tons, of Hanover, John B. Barstow, owner; John B. & Elijah Barstow, master carpenters. This is one of the few, if not the only vessel, that hailed from Hanover as its home port. With Col. Barstow for its owner, and named after two of Hanover's young ladies, it ought certainly to have had a successful career, and it may have had. What finally became of it no one seems

to know. The "Sarah & Betsey" was named after Col. Barstow's two oldest daughters, — Sarah, the mother of John B. Bates, of Hanover Four Corners, and Betsey, who died unmarried.

In June of the same year, 1829, they launched the ship "COLUMBIA," a whaler, 285 tons, Luther D. Cook, Sag Harbor, owner. She was used whaling off the coast of Brazil and New Zealand and in the South seas, 1829 to 1845, when she was changed into a brig. The last voyage she made as a ship she got 250 bbls. of sperm oil, 2250 bbls. of whale oil and 28000 lbs. of bone. She was in the Pacific and South Atlantic until 1862, when, in her 34th year, she was sold by her owner, John Budd of Sag Harbor, N. Y. Barstows launched the ship "PHENIX," in May, 1830, a whaler of 314 tons, built for Luther D. Cook of Sag Harbor. Capt. Elijah Barstow, then a young man, was struck accidentally by the end of a hawser, when aboard of her, while she was lying in Boston, which broke his arm. The "Phenix" was whaling in the Atlantic from 1831 until 1840, when Capt. Topping left the ship and came home sick. Capt. Briggs then took her whaling off New Zealand and in the Indian Ocean, until 1849, when she was sold to Boston. They launched in May, 1831, ship "MARYS," 329 tons, of New Bedford. She was built for a merchantman, and owned by Capt. Thomas Barstow, Charles Russell and others. It was probably she who was lost on the Island of Juan Fernandez in 1833. There was launched in Oct., 1831, the ship "WARSAW," 331 tons, John B., and Elijah Barstow, M. C. She was built for a cotton ship, and owned by C. & J. Barstow of New York. The last ship built while Col. John B. Barstow was in the firm was in the year 1832, the ship "CHARLES & HENRY," 337 tons. She was whaling in the Pacific from 1832 until June, 1845, when she was lost on Cordo. After the above vessel was finished, Dea. Elijah Barstow bought out his brother's interest and took in his son Elijah, Jr., who put in what he was able toward buying out his uncle, and together, father and son built until 1841. Col. John B. Barstow died in Hanover, Aug. 6, 1854, aged 90 years.

*Elijah Barstow* Jr.

is now living at the age of 84, in apparently perfect health, working on

his farm, (the old Barstow homestead in Norwell), ten and





*Elijah Barrstow*



twelve hours a day, and he walks to church and back every Sunday with a step much lighter and faster than many of the young men of to-day. "He was born in Scituate, Oct. 2, 1805, baptized by Rev. Joseph Barker, Sept. 20, 1806. He was the son of Dea. Elijah and Lucy (Eells) Barstow. Mr. Barstow worked on his father's farm until nearly seventeen years of age, attending, in the winter season, the private school at the Corners that was taught by Rev. Calvin Walcot, Mr. Parker, Marm Mann, (a somewhat noted female teacher), and Miss Mary Thomas. Here he received a thorough business education. The schoolroom and hall was over what is now Flavell's store. This was before the Academy was removed from the centre of the town. In 1822 he began to work in his father's ship yard and learned the art of shipbuilding. The first vessel he worked on was the 'Trent.' Mr. Barstow, like most boys who are brought up among ships, decided to make one of the crew of the ship 'Greece,' (built here in 1823,) on her first voyage. She was commanded by John Barstow, of New York, and sailed to New Orleans for a cargo of cotton. Failing to get a freight at New Orleans, she sailed around to Savannah, where she loaded with cotton, which she safely landed at Providence, R. I. She was finally sold to parties in Stockholm, Sweden. On the ship's arrival at Providence, Mr. Barstow returned to his father's ship yard, where he finished his trade. He worked with his father about ten years, when he married Caroline O., daughter of Henry Briggs, of Scituate, and went housekeeping in the old Stockbridge Mansion, that stood upon the spot now occupied by E. Q. Sylvester's residence, near the North River Bridge. Here he lived two years or more, when he removed to East Boston, and built three vessels on his own account. Mr. Barstow, in consequence of losses and the burning of his workhouse, retired from the ship business in 1869, and has followed the pleasant occupation of a farmer for the past nineteen years, robust in health and as active as most men at sixty. Mr. Barstow comes of a long line of ship-builders and is of the sixth generation that have built in the same yards from North River Bridge to Sunset Hill. He remembers perfectly well the war of 1812, when so many of our ship-builders were ruined by the blockade established along our coast by the British, preventing the newly built vessels from leaving the River. From the bridge to Foster's yard there were four large ships on the stocks, and a sentry or guard was placed at every yard to give notice of any attempt on the



part of the enemy to enter the river, as had been the case at Scituate Harbor, where the English man-of-war, 'Bulwark,' had destroyed the fleet of small vessels in that port. Mr. Barstow says, 'Every ship-builder that began business in Medford, East and South Boston, went either from Scituate, Hanover, or Pembroke, and it is well known that Hanover furnished the workmen that carried the business to Rochester, Mattapoisett and Buzzard Bay.' He had two children, Albert, who died in 1863, and Henry, who married and has two children.\* From the time Dea. Elijah and his son commenced building in company, Elijah, Jr., became the master carpenter of the firm."

The first vessel they built was in 1833, ship "SEAMEW," 199 tons, for B. C. Clark, of Boston. Mr. Clark delivered lectures about this time, in "Academy Hall," Hanover, on "The Sea and Ship-building." Also, the same year, 1833, bark "TIBERIAS," 298 tons, for Sears & Davis, Boston. 1834. Bark "HARRIOT," 202 tons, for John L. Hooper, Marblehead. 1835. Sch. "SARAH WALES," 99 tons, for Capt. Geo. Manson, and others. Elijah Barstow, Jr., Samuel Toltman, Michael Ford, and Elisha Bass, also had an interest in this vessel. They built, of oak and pine, the same year, 1835, Sch. "WILLIAM WILSON," 121 tons, Elijah Barstow, Jr., master carpenter. Built for Capt. Ezra H. Baker, of Dennis, who then did not have enough to pay for one-eighth of her, but who died leaving over \$1,000,000. In 1859, she was owned by A. Gibbs, and sailing under Capt. Loud. In the spring of 1889, she was seen by Thomas B. Waterman at Fairhaven, then lying on her beam ends, having been used the past twenty years for whaling. The Barstows also built, in 1836, the bark "DANIEL WEBSTER," 264 tons, Charles Cole, of Boston, Thomas L. Manson, of Scituate, and others, owners at Boston; Elijah Barstow, Jr., master carpenter. During the next three years they built two vessels a year. In 1837, Sch. "HOME," 136 tons, for Howes, brother of Ezra H. Baker, of Dennis, afterward of Boston. 1837. Sch. "PAULINE," 148 tons, for Charles Cole, of Boston, Geo. Manson, of Scituate, and others; and in 1838, brig "WILLIAM M. ROGERS" (named after the Boston minister), 162 tons, for George Taylor, of Chatham; Hardy & Baker, agents. Capt. C. B. Graves

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\* See Briggs' Yard.

went in her one voyage to Philadelphia in 1846. In 1838, they built the Sch. "ALLEN," 127 tons, for George Allen, Scituate, and Charles Cole and others, Boston. She was afterward rigged as a hermaphrodite brig. She was commanded by Capt. John Manson, of Scituate Harbor. He went in her to the West Indies, South America, Rio-de-Janeiro, and one voyage from San Domingo to Boston, with coffee. When, at the end of this voyage, he made fast to the wharf in Boston, he met with the worst shipwreck he ever had in his life. This was in 1839. The "Allen" was lying at Fort Hill Wharf, in a heavy gale of wind, when she broke adrift, and collided with another vessel lying at Liverpool Wharf. A third vessel came outside of this, and beat herself to pieces, and sank. The "Allen" rode the gale very well, and so crowded the inner vessel that she could not sink. It was a terrible storm, and a great many lives and vessels were lost along the coast. The "Allen" needed a great deal of repairing, and was afterward sold. Prior to 1830 few vessels went to Provincetown or the Cape, but from about that date Cape Cod was a large market for vessels built on North River. In 1839, they built the brig "WILDES P. WALKER," 188 tons, of Providence, Frost & Gurney, for the West India trade, Elijah Barstow, Jr., master carpenter; and the same year, 1839, the brig "OCEAN," 165 tons, of Boston, for T. Eldridge, Chatham; Elijah Barstow, Jr., master carpenter. She was used as a Boston and Baltimore packet until 1851, when she was added to the Sandwich whaling fleet. In 1856, her rig was changed to a bark. In 1864, she was sold to Sag Harbor, and lost in 1867. In 1840, the bark "IMOGENE," 179 tons, was built here, Elijah Barstow, master carpenter. This vessel was owned, in 1846, by Wm. G. and Abiel S. Lewis, of Boston, and used whaling in the Atlantic. They built in 1841, brig "SALINAS," 162 tons, for Nathl. Hamblin, Charles Cole, and others; owned in 1876 (then thirty-five years old), by Cartwright & Harrison, at the Barbadoes.

In 1841, Capt. Elijah, Jr., gave up business in Hanover, temporarily, and went to East Boston, where he built, during the same year, the bark "*Sparton*," 196 tons, for Provincetown, and the ship "*Columbia*," 329 tons, for Charles and Henry Coffin, Nantucket, which was condemned at Upola, 1861, and in 1842 a vessel, which he named after his sons, the bark "*Albert Henry*," 200 tons, commanded by his brother, Capt. Andrew Barstow. June 22, 1842, his father died, and he re-

turned to the old family homestead at Norwell, resuming business at his father's yard at Hanover in 1844.

During Capt. Barstow's absence in East Boston, there was built at this yard, in 1842, the Sch. "ROANOKE," 99 tons, for Elijah Jenkins, Jr., and Seth Webb, of Scituate Harbor. She was built by a company, including Barker Turner and Joseph S. Bates. In 1849, this vessel was bought by Cunningham & Cobb, of Boston, for a company that had formed for the purpose of going to California, mining. The members of this company came from many widely separated New England towns; and some were surprised, in looking over the shipping list, to find the names of relatives and friends who had, like themselves, caught the California gold fever, and decided to become pioneers. This was the case with William B. Josselyn, of Pembroke, now sixty-five years of age. One Saturday, while at home on his father's farm, he picked up a *Boston Journal*, and found the advertisement of a company that were fitting out a vessel to go to California. The Monday following found him in Boston, looking over the several vessels that were fitting out. He had been to sea before, and saw that most of the vessels were old, and dangerous to sail in. He finally came to one on which was a man who told him if he had not signed to go in that vessel, he would go in one lying at the next wharf, pointing to a little topsail schooner. Mr. Josselyn examined her, was pleased, and went immediately to the office of Cunningham & Cobb, where he looked over the papers and found the names of his cousin and several friends. He raised the money and signed the articles, then went to Reed's, on Dock Square, and bought a handsome gun for \$14. It was imitation stub twist, ornamented German silver mounting, and rosewood stock. Each of the company took a gun, and the vessel was loaded with provisions, pipes of liquor, mining machinery of every kind, etc. The vessel cost, all fitted out, \$7,500. They paid in \$300 apiece, and then being \$1,200 short, that amount was borrowed from the more wealthy members of the company at 6% interest, with the privilege of paying at will. They styled themselves the Boston Marine Mining Co., and bound themselves together for two years. Freeman M. Josselyn remembers accompanying them down the harbor as far as Fort Independence, on a pleasant summer morning, forty years ago. Among the many vessels which left Boston during the California excitement, none created a greater interest than that of the

little clipper schooner "Roanoke." She was manned by many "greenhorns," and many who had been to sea before, but all had equal rights. It was a question as to which of all those who were experienced sailors should command the vessel. It was finally decided to put the question to vote, and William N. Shelley was elected captain. After this, every question was put to vote, and several times, when it was thought the captain did not do as *they* should have done, it was put to vote whether they should retain him as captain or put in another, but he received a majority every time, and kept his office throughout the trip. The schooner was well officered, as will be seen by the following list, to which is added an account of what became of each, so far as has been ascertained: *Master*, William N. Shelley, Boston, now a pilot in San Francisco Harbor. *First Officer*, C. Kirkoterp, Boston, now a wealthy retired coal merchant, living in San Francisco. *Second Officer*, Frederick Morton, Plymouth, Mass; lost at sea when master of a schooner down South. *Third Officer*, Henry Williams, of Boston; died in California. *Carpenter*, Michael Robert Sylvester, Boston; now living at Hanover Four Corners. *Sailmaker*, William Cole, Boston; died in California from the effects of poison oak. *Boatswain*, Henry Haste, Boston; a wealthy retired coal merchant, now living in San Francisco, and a former partner of C. Kirkoterp. *Blacksmith*, Russell Bourne, of Boston, now residing in Plymouth, Mass. *Cook*, Philip E. Stoker, who was taken sick and left during the passage at Villa Grande, about fifty miles south of Rio Janeiro. *Steward*, Smith D. Crockett, Boston; now a doctor among the sailors on the city front, San Francisco. *Clerk*, George Bartlett, of Kingston; now dead. The *seamen* were: John Hathaway Cushing, of Hanover, who died in California. George Marshall Josselyn, of Pembroke, now a wealthy San Franciscan, in the ship chandlery business. Phineas Pettingill, of Londonderry. Isaac Leonard, of South Boston, where he now lives. Charles J. Hillburn, of Boston; died in California. W. H. V. Gallup, of Boston, died during the voyage. He was sitting in the cabin, with his head bowed on his hands, when suddenly he threw up his hands, fell over, and died almost instantly, Nov. 5, at 5 P.M. He was buried at sea, in the South Pacific, Nov. 26, at 8.30 A.M. This was a sad occurrence for the little company of New Englanders. Philip W. Bell, of Boston, aged about sixty years, the oldest of the company. He died in California, soon after landing, from exposure in tents, etc. Henry

H. Barstow, of Exeter; finally went to Oregon. William B. Josselyn, of Pembroke; now living in Pembroke. Warren Pettingill, Jr., of Londonderry. John E. Sever, of Plymouth; he finally went to Oregon. Lawrence Panton, of Milton; now in the foundry business at Petaluma, California. This completes the list of twenty-three souls, "all told," on board this little schooner, with a draft of only seven feet. Is it any wonder that when, at one time, the "Roanoke" bore down on a merchantman to get her "reckoning" or position, the merchantman set all sail, and endeavored to get away from this small craft, whose decks were swarming with what the merchantman thought were pirates? Nearly every man had his life insured. They sailed about 10 A.M., July 19, 1849, and were accompanied down the harbor by many friends. A bountiful collation was served, and when the "Lower Light" was reached, at 4 P.M., those on board who were not going bade adieu to the friends and relatives, gave them a rousing cheer, and returned on the tug which had been towing the "Roanoke."

As previously stated, every question was put to vote. They all had cabin fare, and all fared alike. Several of the green-horns were seasick for a few days. July 29, they spoke the ship "Shannaca," New York to San Francisco. Nothing of importance came up until they were near the Equator, when they decided to vote on the question whether or no they should see the line. It was voted that Gallup should see the line, though all the landsmen expected to; accordingly a bucket of lather was made of slush and tar, and with an iron hoop Gallup was shaved while they were crossing the line, Aug. 20. Previously, or on July 31, Russell Bourne was injured by the breaking of a belaying pin, around which "the watch" had a turn of a rope; he being at the end of the rope they fell on him. The first land they sighted was Pernambuco, but they did not "put in." Sept. 6, another member of the Company, Hilborn, paid one hundred and fifty dollars and became a passenger, having tired of sailor life, Gallup having previously done the same. Some of the Company wanted to "put in" to Rio Janeiro, and, when the question was voted on, it was found to be the minds of the majority so to do. They then consulted their many consular and marine books and guides, and found the port charges were some sixty dollars. They took up a subscription, but could only raise thirty dollars; so decided it was useless to attempt to "put in" to Rio, for fear they could

not get out without selling the schooner. Morton had been to the Isle of Grande, Latitude 20° So., and told the crew of the delicious yams to be got there, and it was voted to go there for a rest and to "provision up." At first they were unable to find the Island, but, while searching, they saw a little vessel which, from her appearance, they thought was making land. They followed her until they reached the coast of Brazil; and they inquired along the beach, of the natives, and, following their directions, on Sept. 17, at 10 A.M., found themselves in the bay of Ilha Grande, at Ville Grande, a village with a nice harbor, situated about fifty miles south of Rio de Janeiro. Immediately they dropped anchor, the natives, seeing so many men on deck, all armed to the teeth, fled to their houses and barricaded the doors. Capt. Shelley then ran up the Stars and Stripes, and soon there appeared along-side two men in a boat, which was loaded with oranges as a present to the "Capitaine," as they called Capt. Shelley. Not long after, an Englishman came out and told them that it was not a port of entry, and they would not be allowed to stay; and if they did not get out pretty soon, the Governor would probably send to Rio for a revenue cutter. Things were looking pretty bad, when a boat came out, and in it they recognized an American. He had been cast away while on a whaler, many years before, and married a native woman. He had spoken their language so long that his English was quite broken, but good enough for all purposes, so he was employed at two dollars per day as interpreter. He told them that, if they invited the Governor off, and gave him a good dinner, everything would be all right. They accordingly invited the Governor off that night, and gave him the best the vessel afforded. So well did they treat him that at midnight they were obliged to carry him ashore. He had a glorious time, and, during his short visit, signed a permit allowing them to remain in port ten days; and to properly account to his superior, at Rio Janeiro, the cause of a vessel being in port, he sent word that a vessel had put in there in distress. That they enjoyed every moment of the ten days it is needless to add. One of the watches had freedom one day, another the next, and they made excursions through the narrow guts or inlets into the beautiful bights or bays, which were enclosed by high mountains, and surrounded on the shore by large orange groves and coffee plantations. At first, the Spaniards showed much fear, as the crews were always heavily armed; but their fright was soon quieted by the interpreter, and they invited the strangers

ashore, and into their thatched houses, giving them coffee, without sugar or milk, so strong they could not swallow it, and sending their little black slaves up the trees after oranges, and also having them set their seine for the amusement of the visitors. On the trip down to Villa Grande the crew used to practise with their guns; and many bets were made with William B. Josselyn as to whether they could shoot a bullet through the waving corners of a silk handkerchief which was hung up by its two other diagonal corners, a trick hard to do; also whether they could shoot a tallow candle through an inch board; and one bet was made that a bullet could be shot through the blade of a broad-axe. An axe was procured from the carpenter, who valued it at three dollars. If the bullet went through, William B. Josselyn was to pay for the axe; if it did not, the marksman was to pay for the damage done. The first bullet indented the axe, and left its perfect form on the other side, but did not go through; the others made no impression. Such were the amusements of the Company. A favorite target was a bottle hung from the end of a swinging boom, but one ball being allowed in the charge. The only man who succeeded in hitting this mark was Morton, who made no pretense as a marksman, but who one day quietly loaded his gun with buckshot (only one other person being aware of the fact), called the crew to witness, fired, and caused the bottle to disappear as if by magic. George M. Josselyn had presented to him, by Josiah Dunham, a friend of Cyrus Alger, a new breech-loading rifle before leaving Alger's foundry, at South Boston, where he was employed. He became quite disgusted because he could not hit anything with it, and explained it by the rolling of the vessel; so when he got ashore, and while at Villa Grande, he bought a rooster, and set him on a wall to shoot at. At his first shot, two bullets went off, nearly wounding Mr. Josselyn. This ended his shooting with that gun.

The ten days soon passed and they received word from Rio to leave immediately and they reluctantly sailed away. Before sailing they bought 10000 oranges at \$1.00 per 1000. Their eyes were bigger than their vessel; barrels, lockers, and buckets were filled, and even berths had to be given up to make room for the oranges. A few days out they realized they had bought nothing but fully ripe fruit which was fast decaying. They would find hundreds spoiled every morning and remembering their snow-balling days they obtained permission from the

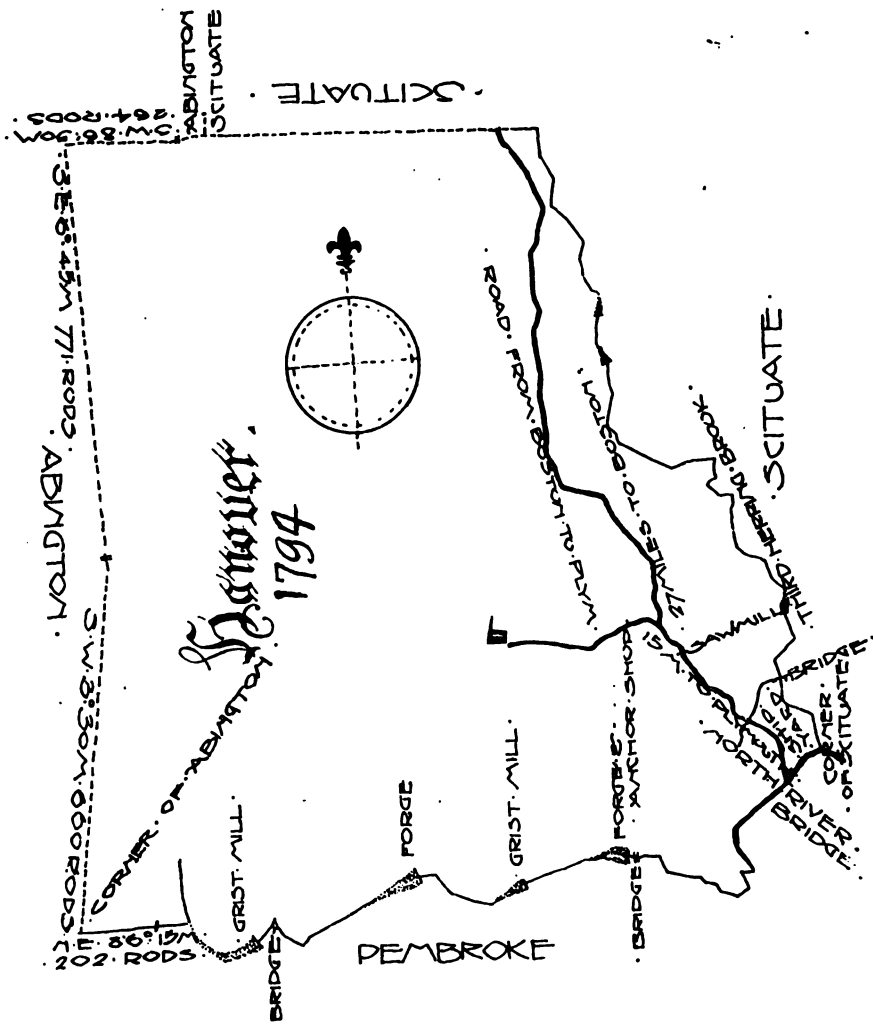
captain and putting on their oil clothing appeared on deck, which had been cleared for action, with arms full of decaying oranges. They chose sides and the battle raged; they pelted each other until the allowance of rotten oranges was exhausted. They then washed down each other and cleared the vessel, which looked very much like the inside of a swill cart. These battles were repeated until the supply of oranges gave out. Whist was the favorite game of cards and it was usually played during the dog-watch from 6 to 8, p.m. One night when off the River Platte, South America, the watch were down in the cabin playing whist with the captain, excepting two men, one at the wheel and one on the lookout. The latter, seeing a squall approaching, called repeatedly to the captain to send up the watch, but the game was probably very interesting and it was hard to break off. Finally the lookout could stand it no longer and he "hollered" down the gangway. "Say, Captain, if you don't send that watch up to take in the flying jib you can take it in yourself. I'll be damned if I am going to get wet."

As they neared Cape Horn, the question was put to vote whether they should go round the Cape or through the Straits of Magellan, and the majority voted in favor of going through the Straits. They entered the Straits Oct. 12. In forty-eight hours they were one-half way through, but it was twenty-eight days before the passage was accomplished. While in the Straits they shot white, speckled and steam boat ducks; they saw the natives building fires to attract them ashore that they might rob and plunder the vessel, and often saw bottles hanging to trees near the water's edge, inside of which would be the full account of the vessel preceeding them; they would hang other bottles in their places containing an account of the "Roanoke." They would weigh anchor and start again and again only to return at night to anchor in the same place, usually in one of the harbors or inlets that were entirely sheltered from the storm. These harbors were so completely surrounded by high hills that it was necessary to send a boat around the point in the morning, where it was often found to be blowing a "living gale" in the "Straits" of which there was no indication in the harbor. After they left Port Famine they discovered a vessel beached, which proved to be the "J. A. Sutter," of Warren, R. I. Part of her cargo had been a frame house which her crew had erected on shore from which they were rescued by a steamer. With an



eye to business the Yankees of the "Roanoke" took what lumber they could conveniently carry from the house and wreck, and also fished out of the wreck about 100 lbs. of lead pipe. The lumber they afterwards sold in San Francisco for \$300 per thousand and realized from the sale of this and part of their cargo, about \$1500. When they reached the last harbor in which they could anchor in the Straits, called the Harbor of Mercy, the storm was still heavy, with a thick fog and no sign of abating. It was dangerous to sail out, for they could only lay three or four points free and might go ashore as the current was strong. They put it to vote and voted to sail out Nov. 9th, but there was very little talking on board the "Roanoke" until she was fairly into the Pacific, when they probably had an extra glass of punch all around and a grand time generally. Among the harbors in the Straits in which they anchored were Possession Bay, Playaparda Bay, Marion Bay, Morton's Bay, and Tamar Harbor. Little of consequence occurred before they made the port of San Francisco, except about Dec. 22 in the night, when Mr. Barstow caught a porpoise. When he struck the porpoise he was so excited that he sung out loudly for help, and the crew rushed out of the forecabin half dressed, not knowing what was the trouble. The porpoise was eight feet long, and it took six men to get him on deck. They arrived in the harbor of San Francisco after dark, in a heavy rain on the last day of December, 1849, just in time to enable them to become California Pioneers, the ever memorable "forty-niners," the highest of all honors in that now beautiful country. The next morning was dreary and the country looked rough with its tents and cotton cloth houses, in and out of the sand banks. Nearly all were homesick. The first thing in the morning Wm. B. Josselyn called down the cabin to Leonard, "Wish you a happy New Year;" he answered, "It will be a hard New Year for me, I guess." So thought many of them. They came out as a company, but now decided to separate and scatter over the country, after selling the lumber, stores, etc., including some of the butter they had brought in kegs, packed in hogsheds of salt, at \$1 per lb. They sold the vessel and what was left on board for about \$10,000 and gave \$525 to each of the 21 men now left. The vessel was afterward used as a river boat on the Sacramento. Michael R. Sylvester went to work as a carpenter at \$16 per day. Some engaged in mining and others kept stores. William B. Josselyn's cousin, George, afterwards sold his \$14 gun for him to a Spaniard for \$100. William was





shipkeeper for a short time, then in company with George M. Josselyn and John H. Cushing, who in their boyhood were companions at Miss Wales's school at Hanover, bought a whale boat for \$325, and ran on the Sacramento River, with provisions and supplies, from Sacramento to Marysville. John H. Cushing afterwards sold out and went to the mines. William B. Josselyn, later, sold his interest to his cousin and went home *via* the Isthmus of Panama. Later the boat struck a rock and sank, a total loss. Of what became of the other members of this company there is little to relate other than is found in the beginning of this account. It would here seem appropriate to suggest to the remnant of this little band that, before many more years pass over their heads and before their number get fewer, they meet, not for an hour, at dinner, but for a day, or several days, that they may live over the old times and perhaps put on record some account of them, and join the Argonaut Society in the east.

To take up again the history of the Barstow ship yard: As was before stated, Capt. Elijah Barstow returned to Norwell and resumed business at his father's yard in Hanover, in 1844. This year they built the brig "GEORGE OTIS," 175 tons, for George Allen of Scituate. Capt. Nehemiah Manson commanded her in the South American trade. In 1845 Capt. Barstow built the brig "ANN CAROLINE," 190 tons. Capt. Reynolds, Chatham. She left for Ireland with a cargo of provisions, struck an iceberg when near the end of her first voyage off the coast of Ireland and was lost. Owned by Alpheus Hardy of Boston. Samuel H. Church and Isaac Haskins, (fathers of the present Samuel S. Church and William C. Haskins,) under the firm name of Church & Haskins, were caulkers, and worked on Foster's, Briggs', Barstow's and many of the other yards. The Ellses did the iron work on all the vessels built on the Barstow Yards as long as they carried on blacksmithing.

Capt. Elijah Barstow also built in Hanover in 1845 the bark "JUSTICE STORY," 199 tons, of Boston; owned by Hardy & Baker, and used in the Mediterranean and Southern trade. Commanded at one time by Capt. Percival. She was built entirely of oak, copper fastened, and in 1859 she was under the command of Capt. Rider, sailing for Baker & Morrill, Boston. In 1865 she was under command of Capt. Moulton and owned by R. H. Yarrington, Boston. The last vessel built at this yard, and probably the last vessel built in Hanover, was by

Capt. Elijah Barstow in the year 1846. This year he built the schooner "DEANE," 89 tons, fisherman, Capt. Linnell and owned in Scituate by Elijah Barstow and George M. and William P. Allen. From here Capt. Barstow went to the Fox Hill Yard, where he built in company with Capt. Waterman, the full account of which will be found in the chapter devoted to that yard.

## CHAPTER VIII.

### MISCELLANEOUS YARDS IN HANOVER. 1736-1844.

JOHN CLARK, NATH'L CLARK, BELCHER CLARK, SOLOMON BATES, COL. SETH BATES, DAVID KINGMAN, SAM'L ROGERS, ELIJAH HAYWOOD, JOSHUA TURNER, DEA. ISAAC PERRY, WM. COUSHING & CO., CALVIN TURNER, ICABOD THOMAS, BENJ. STOCKBRIDGE, MARTIN STOCKBRIDGE, ISAIAH WING.

Included in this chapter are accounts of the yards where ship-building was carried on for a brief time only by any one builder or firm, or yards about which little information is obtainable. There are many vessels whose builders cannot be ascertained. A list of these vessels is inserted at the end of this chapter. The following is from an old newspaper.

"Boston, June 7th, 1714, at a Court of Assize held here the first Tuesday of May last, a certain person convicted of forging and counterfeiting and uttering 5—20 shilling Bills of Credit of this Province and putting off the said Bills of Credit, or some of them, at the value of true Bills of Credit, was ordered and sentenced by the said Court to be set in the Pillory in the Market Place near the Town House on Thursday 27th of May, have one of his ears cut off, branded on the right cheek with the letter F and suffer 12 months imprisonment &c, which was accordingly put into Execution on the said day."—*Boston News Letter*.

If a punishment less severe could have been inflicted on the people who kept the records of these days at the Ports of Entry with almost criminal negligence and the same punishment inflicted on the British who took away at the evacuation of Boston, nearly all the records, we might in a measure feel revenged for the harm done our history of the shipping interest. Although we have proof that many vessels were built here between 1715 and 1780, the records of scarcely half a dozen have been preserved. The papers often referred to these

vessels in a general way, an instance of which is found in the following extract :

"Boston (June 12, 1727). We hear from the Towns on the Cape that the Vessels which have been employed on the Whale Fishery off at Sea this Spring, are generally upon the Return, the Season for their taking of them being near over, and the Whales being wild and a moving posture, in which they run with incredible Speed, and to a vast distance, which has been too long a run for our Vessels hitherto to pursue them in, so as to know their resort, but one vessel has been (we hear) fitted out for, and sent out upon a discovering Voyage, for that end; the return of which some are even impatiently waiting for: Great Success hath this Spring attended that dangerous design in the general, altho' some have returned empty: the Value of what has been taken that way in Oil, Bone, &c. within the 3 Spring Months by the Vessels Crews fitted out from the Towns on the Cape, from Rhode Island, and Nantucket, is what will amount higher than usual; the Bone of one Whale lately brought in, weighed fifteen hundred and fifty Pounds. Divine Providence has wisely ordered it, that the places adjacent to the Sea, in some of which the Farns are inconsiderable, to what they are elsewhere, may be supported by various ways sucking of the abundance of the Seas, and of the Treasures hid in the Sand."—*The New-Eng Weekly Journal*.

Barry says that "during the palmy days of shipbuilding in Hanover, 1800 to 1808, five or six yards were in active operation and at least ten vessels were fitted annually for the sea. The scene of North River was one of animation and industry. Every morning the carpenters might be seen, crossing the pastures or walking along the river bank, or over the tiny 'RAINBOW BRIDGE' to the place of their daily toil." "The pastures too were strewed with timber, and teams of 'fat oxen' daily brought in, from the forests around, their loads of white oak, beech, hachmatack, maple, pine and other timber." All were active and when, on a Saturday night, 400 shipcarpenters gathered at Hanover 4 Corners it presented an appearance which has not been seen since the prosperous shipbuilding days. But the village is growing in wealth and in population, and though the alewives and the rum are fast growing scarcer, the town is on the eve of a prosperous future. 300 of herring were sold in 1799 at the Four Corners for 4 shillings, and 4 gal. of W. I. rum for £1 6s. In Barber's "Historical Collections" appears the following about Hanover :

"In 1837 there were 12000 pairs of shoes manufactured valued at \$10500; males employed, 35; females, 26; There were three forges; 130 tons of bar iron were manufactured: hands employed, 14. Two air and cupola furnaces, 2 anchor shops, 1 tack factory at which 8 hands were employed. Considerable business is done in shipbuilding."

In the summer of 1888 an elderly man passed through the "Corners," who will be remembered by the old people at least; **BARNEY GOULD**, who made periodical trips to Boston with his handcart or wheel-barrow, over the old stage road years ago. Barney hails from Hyannis, and his yearly advent, as he toiled along the dusty road, was the delight of the small boy and excited much sympathy from older people in his partially demented state of mind. Most people thought he had made his last trip long since and he was almost forgotten, but he again made his appearance minus his trappings. Old age has claimed him and the vigor of his youthful days has departed, but his old habits cling to him and he thought that he would make one more journey and bid farewell to the many friends, who, in old times, welcomed him and furnished him entertainment on his lengthy tramps. He remained over night at the "Corners" with Mr. Hutchins, and started with renewed courage the next day. This was probably the last time that Hanover people will see poor Barney. He once took a letter from Hanover to San Francisco and brought an answer back for six cents. He travelled all the way on foot and loves to tell of his experiences with the Indians and in the mining camps in the mountains; he is now 69 years old.

The first ship-yard in Hanover, not spoken of in the chapters preceding this, was the "CLARK YARD," next below the "Bridge Yards," and it was located on land owned by the late J. O. French, M. D. This yard was probably improved as early as 1736 by *John Clark*, who mar. Abigail Tolman, of Scituate, and lived in an ancient house, two stories high in front, and sloping on the back nearly to the ground, which stood on Washington street, between the residence of the late Sam. Salmond and the Four Corners. He was a descendant of Thomas, who came into Scituate from Plymouth in 1674. His sons *Nathaniel* and *Belcher* succeeded him at this yard. Nathaniel was born in 1741 and died in 1814. He lived on Washington street, nearly opposite where Barney Dagan now resides. He has descendants in Plymouth and Hanover, Mass., in Rochester, and in Maine. His son Nathaniel was a ship-carpenter, also his son Benjamin, who moved to Medford, where he was employed by Jonathan Sampson, and left a family there. Belcher was born 1742, and died Oct. 17, 1826. He lived on Washington street, on the spot where now stands the house of the late Sam. Salmond, still occupied by Mr. Salmond's widow. He mar. first,



Ann Wade, 1771; second, Sarah Perry, dau. of Nathaniel Josselyn, of Pembroke, 1783. They had nine children, some of whom have descendants living in Maine, Hanover, Pembroke, Medford, and Bridgewater. His son Zebulon, a shipwright, b. 1780, mar. Christiana, dau. of Isaac Josselyn, in 1812. They had eight children, among whom were William, b. Nov. 23, 1823, and Charles, b. July 27, 1819, mar. Sarah Cook. Charles lives in Pembroke, and has had one son, Chas. Carrol, who d. in the war, one dau., Fanny, who mar. Frank White, of Pembroke, and who has two children. Another dau., Eliza Hobart, is mar. and lives at So. Braintree. A third dau., Lomira, mar. Peleg Sturtevant, and lives in Centre Hanover.

It was probably at this yard that Solomon, and, later, Seth Bates built. *Solomon Bates* was the eldest son of Solomon, and a direct descendant of Clement Bates, of Hingham. He was b. June 29, 1741, and lived in the house built by his father, situated near Broadway, a few rods northeast of where Morrill Phillips' barn now stands, in South Hanover. It was afterward occupied by Miss Leah Damon and her dau., and later by Laban, father of Joshua Rose, of So. Hanover. The house was on the old road that led from Weymouth to the Indian Head, which was discontinued some seventy-five years ago. A descendant of Mr. Bates, in describing the house some thirty years ago, wrote: "It was substantially built, mostly of oak timber, and evidently by a ship-carpenter. The walls were constructed of plank, grooved together, and tree-nailed to the sills and plates. The posts were all kneed in the same manner that ships are kneed." There seems to be an account of but one vessel built by him, which was his last in Hanover. This was in 1787, Sch. "SPEEDWELL," 57 tons, of Scituate; owned by James Briggs of Scituate, Jos. Otis of Boston, Mercy Otis of Scituate, widow, Elijah Cushing of Pembroke, yeoman, and by Solomon Bates of Hanover, shipwright. Built at Hanover. This same year he moved to Fayette, Me., where he d. in 1818, aged seventy-seven. He left a large family, having had thirteen children, some of whom have descendants living in Hanover, Mass.; in Leeds and in Green, Me.; St. Albans, Vt.; and a son, Solomon, a ship-carpenter, who lived in Norridgewock, Me. For twenty-one years he was Town Clerk of Fayette, in the Massachusetts Senate two, and in the House ten years. He left many descendants in Maine and New York.

Solomon Bates' cousin Seth probably succeeded him at this

yard. It is certain that he built here late in the last century, and in 1797 the Sch. "LITTLE CHERUB," 65 tons, of Duxbury, owned by Seth Bates, of Hanover, and others, was built at Hanover by Seth Bates, shipwright. *Col. Seth Bates* was b. 1735, and mar., in 1757, Anne Neal. He built the house on Centre street, near Myrtle, at So. Hanover, afterward the residence of Enos Bates, where the widow and son of Enos, Jr. now live. He d. in Boston, April 9, 1820, leaving a numerous posterity, whose descendants can easily be traced in Barry's "History of Hanover."

Passing the Perry, Smith, Eells, and Barstow yards, accounts of which are given in the preceding chapters, we come to the "KINGMAN YARD," so called, which is next to the last yard in Hanover in location, and was situated a little below Barstow's lower yard. *David Kingman*, who built at this yard, employed, for a time, David Stockbridge as agent to look after his ship-building interests, Mr. Kingman being busy at the Four Corners, where he built the tavern stand, afterward kept by Joseph Pocorny, later by Henry Costley, Frank Howard, William Rand, and W. B. Ames, respectively, but still owned by the widow of Frank Howard. It is now known as the "Hanover House." David Kingman was b. 1763, at East Bridgewater, and mar. Elizabeth, dau. of Col. or Capt. Smith, of Mendon. He was son of Capt. David, b. 1733, who was son of David, b. 1708, who was son of John, b. 1664, who was son of John, who was son of Henry, of Weymouth, who was made free in 1636. David d. 1812, aged forty-nine years, leaving children: 1. Sophia, who mar. Simeon Ford, and d. 1839. 2. Mary, who mar. Lauren Ford, 1816; both reside in Herkimer, N. Y. 3. Eliza, mar. 1809, Elijah Hayward, who became a partner of Mr. Kingman; she d. 1834. 4. Lucy, mar. Oran Gray Otis, of Herkimer, N. Y., and d. in 1837. 5. Susan. 6. George. 7. Frances.

David Kingman lived at East Bridgewater, in the house occupied later by Mr. Chamberlain, opposite the Common, on the left hand side going from Hanover, opposite the Soldiers' Monument. His ships and Smith's stood less than three rods apart when building at the ship-yard. His son George went with Elijah Barstow to a private school, kept by Walter Walcott and Parker, over Flavell's store, at the Four Corners. The entrance used to be by the present back stairway. He evidently came to Hanover about 1799, as he launched, in 1800,

the ship "MIANTINOMO," 281 tons, of Norwich, named after a famous Narragansett Sachem; David Kingman, builder. She was seized by the Spanish, and condemned at Valparaiso in 1801. This vessel he built on his own account. In 1801, he built the Sch. "UNION," 86 tons, for Mr. Jaxson of Plymouth. He built, in 1802, Brig't'n "CALLISTO," 190 tons, of Boston. In 1803, ship "NANKING," 290 tons, of Boston. In 1804, he built two ships, and in 1805 three, as follows: 1804. Ship "ROLLER," 293 tons, of Boston; David Kingman, master carpenter. 1804. Ship "ANN," 296 tons, of Baltimore; David Kingman, master carpenter. 1805. Ship "LAURA," 293 tons, of Boston; David Kingman, master carpenter. 1805. Ship "ROMEO," of Boston, 312 tons, two decks, three masts; length, 96 feet; breadth, 27 feet; depth, 13 feet. David Kingman, master carpenter.

1805. Ship "SUSAN," 311 tons, of Plymouth; David Kingman, owner; built at Hanover. *Samuel Rogers* was master carpenter of the "Susan," which is the only vessel he built in Hanover. Later, he is found building in Marshfield, and at the Foster's yard, in Norwell.

It will be seen that the following vessels, built by David Kingman, averaged larger than those built at any other yard in Hanover, nearly all of them being over three hundred tons. In 1806, he built the ship "CHARLESTON & LIVERPOOL PACKET," 325 tons, of Boston, David Kingman, master carpenter; and in 1807, ship "ISABELLA," 308 tons, of Hingham, David Kingman, master carpenter. The next year he formed a partnership with his son-in-law, *Elijah Hayward*, and they built in company until the year of David Kingman's death. Mr. Kingman discontinued active connection with the business, and the new firm employed *Joshua Turner* as "boss," to superintend the building of the vessels. An account of him can be found under accounts of the Pembroke Yards. They launched, in 1809, ship "MASSACHUSETTS," 286 tons, built in Hanover, by Joshua Turner; owned in New York. In 1810, ship "AMERICA," 362 tons, built in Hanover, by Joshua Turner; owned by David Kingman, Hanover, Luke Hall, Marshfield. Also, in 1810, they launched the ship "MT. VERNON," of 352 tons, which they sold to New York. The next year, 1811, they built their last vessel, which was probably the last vessel built at this yard; and this gave them the honor of building the *largest vessel ever built in Hanover*. This was the ship





**BARSTOW'S LOWER YARD.**

Cushing's, Wing's, and Stockbridge's Yards, below the wall, on the left.

"MOHAWK," 407 tons, built in Hanover, by Joshua Turner; owner in New York. That empty casks, and perhaps gundalows, were used to get the "Mohawk" out of the river there is little doubt; and it is truly wonderful that so large a vessel could be launched at this point in the river, and safely reach the ocean.

The next yard below, which was the last in location in Hanover, was known in later years as the "WING YARD." Its first occupant of record was *Dea. Isaac Perry*, who came down from his old yards above and built one *ship*, of some 300 tons. This was undoubtedly the yard used by *Wm. Cushing & Co.*, who built, in 1801, for David Kingman, a brig, probably the "FREDERICK," 153 tons, afterward sold to William Gray, of Boston. Mr. Cushing (or Cushing) also built, in 1803, the brig "SHORT STAPLE," 172 tons, of Boston. There appears, by a certificate from the Deputy Collector of the District of Barnstable, dated Aug. 30th, 1806, and filed at the Custom House in Boston, that this vessel having been stranded, the papers were surrendered at Wellfleet. She was condemned as unseaworthy, and broken up at Teneriffe. She was built at Hanover, by



master carpenter. Who William Cushing was I have been unable to ascertain. He lived in Pembroke, and may have been a descendant of

Col. Cushing, whose death is recorded in the *Boston News Letter and New England Chronicle*, of June 28, 1762:

"Saturday last, as Col. Cushing, of Hanover, having been transacting some business in the town, was preparing to return home, while he was putting on one of his boots, instantly dropped down dead, without complaining of any disorder, or speaking a word."

In 1806, Sch. "RISING SUN," of 80 tons, was built in Hanover, by *Calvin Turner* and *Ichabod Thomas*, who were previously the "& Co." of *Wm. Cushing & Co.* She was owned by Freeman and Ebenezer Burgess, of Harwich. David Turner was son of Calvin Turner, and grandson of Capt. Benjamin. He lived on the Briggs Farm, on the Neck, in Pembroke, and moved to Duxbury, where he died, leaving a family. (See Pembroke Yards for Thomas and Turner.)

In 1814, *Benjamin* and *Martin Stockbridge* built a "pinka" on the Wing Yard, and the next year they built a vessel next

to the largest ever built in Hanover, which ruined them and their father, and was the cause of their losing all of their property. This was in 1815, the ship "SOLON," 402 tons, of Hanover; owned by Benjamin and Martin Stockbridge, of Hanover; Benjamin Stockbridge, master carpenter. This was the last vessel built by them. After keeping it until the interest money had eaten up most of their principal, they got Alden Briggs to sell it at a great sacrifice. Benjamin and Martin were sons of Squire David Stockbridge, who lived on the farm now occupied by E. Q. Sylvester. Squire David owned all the land which was built on by the Barstows, Smiths (Josiah and Albert), Kingmans, and Benjamin and Martin Stockbridge, and others. Squire David d. in Hanover, May 15, 1858, aged seventy-four. He had children: *Benjamin*, who mar. and had a dau. Mary, who mar. Robert Eells. *Martin*, who mar. late in life. David, whose grandson, Benj. F. White, son of Caroline, has recently been appointed Governor of Montana. Joseph. Jane, who mar. Capt. Miller Smith, who went in Stockbridge's ship, which was the elephant on the hands of the Stockbridge family. Deborah, who mar. Thomas Turner, father of Thomas Turner, of Hanover. Ruth, who mar. James Turner, father of the present James, of Hanover, and lived on the farm now occupied by Welsh, near the Third Cliff. The following account of the death of John, brother of Squire David Stockbridge, appeared in *The Boston Chronicle* for 1768, Feb. 8-15:

"On Wednesday last, Mr. John Stockbridge, of Pembroke, son of Col. Stockbridge, of Hanover, was unfortunately killed by the falling of a tree. This young gentleman's death is much lamented."

Also, in *The Boston Chronicle* for 1768, Feb. 15-22:

"Mr. John Stockbridge, the young gentleman who was unfortunately killed by the falling of a tree, as mentioned in our last, was second son of David Stockbridge, Esq., and grandson of the Honourable John Cushing, Esq., and of the worthy and aged Deacon Stockbridge; was only twenty-six years old."

Their genealogy may be found in Barry's "History of Hanover." \*

\* On his grave-stone in the Cemetery at Centre Hanover is a representation of his accident (he being beneath the tree, with axe in hand), and the following inscription: "*Sic Transit Gloria Mundi, Memento Mori*. Erected in memory of Mr. John Stockbridge of fair & unblemished character. In deportment modest, benevolent, uniform & virtuous. Son of Coll. David Stockbridge descended from ye mother's side from ye eldest daughter of the Hon. John Cushing, Esq: whose mortality has rendered the male issue of that branch of that respected family extinct. He Lived beloved and died universally lamented. His death was sudden, premature, awful & violent, providentially occasioned by the fall of a tree. He was born December Anno Domini 1741 and departed this transitory life February 10, A. Domini 1788 aged 26 years 1 month 23 days. No sum can purchase such a grant that man shall never die.

Naked as from the earth we came and crept into life at first  
We to the earth return again and mingle with the dust."

The next year, 1816, the *Wings* built a vessel at this yard which came near ruining them, and which was finally sold for them by Alden Briggs at a great loss. *Isaiah* built the vessel, and interested with him were *Bachelor* and *Elijah*, his brothers, who furnished timber from their extensive lands. *Benjamin Wing*, another brother, was also interested in this vessel. Their yard was located about where the wall now runs to the river, below Barstow's last yard in Hanover. Paul Perry was their master workman. This vessel was finished in 1816, after lying at Union Bridge until the Embargo was removed, and was finally sold to Capt. Levi Starbuck, of Nantucket. *Isaiah Wing* was a native of Hanover. He attended the Academy, after which he studied law with Mr. Winslow, and practised for a time at the Four Corners. He finally removed with his family to Cincinnati, O., where he died. The *Wings*, including *Sylvanus* and *Ebenezer*, lived in the western part of the town, corner of Winter and Circuit streets, on the site of the house afterward erected and occupied by Thomas M. Bates, a relative. *Isaiah Wing*, 2nd, was Lieutenant Second Regiment, First Brigade, Fifth Division, Hanover Militia, 1815. The male branch of the family is probably extinct, and of the female descendants, *Lydia*, dau. of *Bachelor*, mar. Capt. Thomas M. Bates, 1807. *William*, possibly a brother of the elder *Wings*, mar. *Huldah C.*, dau. of Robert L. Eells, Nov. 26, 1789. She d. in New York.

The following is a list of vessels built in Hanover, but at what particular yard each was built is not known: 1784. Sch. "POLLY," 52 tons, of Plymouth. 1784. Sch. "LARK," 40 tons, of Plymouth. 1784. Sch. "SALLY ROBBIN," 58 tons, Thomas Jackson, Jr., Plymouth, owner. 1784. Sch. "SALLY," 58 tons, of Newburyport. 1784. Ship "BRITANNIA," 163 tons, of Boston. 1784. Sch. "AMERICA," 49 tons. 1785. Sch. "HAWK," of Plymouth. 1787. Sch. "LYDIA," 54 tons, of Plymouth. 1787. Sch. "AMERICA," 50 tons, of Boston. 1788. Sch. "BETSEY," 43 tons, of Plymouth. 1789. Ship "ROBERT." 1791. Sch. "DIANA," 52 tons, of Cohasset. 1792. Ship "FRANKLIN," 179 tons, of Boston, afterward sold to Marblehead. 1792. Sch. "PAULINA," 74 tons, of Boston. 1793. Brig "JANE," 145 tons, of Boston. 1793. Sch. "JANE," 120 tons, of Boston. 1795. Brig "NEPTUNE," 138 tons, of New London, Conn. 1795. Sch. "LYDIA," 54 tons, of Plymouth. 1796. Sloop "PACKETT," 22 tons, owned by Jed. Ewell, Marshfield, and Reuben



Curtis, Hanover. 1796. Brig "ALERT," 164 tons, of Boston. 1798. Sch. REBECCA," 77 tons, of Duxbury. 1798. Sch. "NEW STATE," 51 tons, of Plymouth. 1799. Brig't'n "MARY," 169 tons, of New York; afterward sold to Boston. She was formerly rigged a ship. 1799. Sch. "LUCY," 93 tons, of Plymouth. 1801. Sch. "FREDERICK," 107 tons, of Boston. 1802. Sloop "PACKET," 22 tons, of Boston, "the said vessel having been forcibly entered, and the original papers stolen," as appears by the oath of James Fenno, master and owner, filed in the Custom House at Boston. 1803. Ship "MENTOR," of New Bedford. 1804. Sloop "PACKET," 52 tons, of Plymouth. 1804. Ship "HURON," of New Bedford. 1804. Ship "ALONZO," of New Bedford. 1806. Ship "CENTURY," 280 tons, of New York. 1806. Ship "LEONIDAS," of New Bedford. 1807. Ship "FANNY," of New Bedford. 1810. Ship "ELIZA BARKER," of New Bedford. 1810. Ship "LUCIES," of New Bedford. 1817. Bark "FRANKLIN," of Rochester; lost at Macio, on the coast of Brazil, in 1834. In 1881, there was at Greenport, L. I., the whaleship "PENN," which, after sixty-three years of service, was to be broken up at New Bedford. She was built in 1818, in Hanover. 1823. Ship "COREL," 335 tons, of New York. 1838. Hermaphrodite Brig "PAULINE TAYLOR," 150 tons, oak, copper and iron fastened, one deck; owned in 1859 by H. Lincoln, Boston, Capt. Taylor. 1844. Brig "PARANA," 209 tons, oak; owned in 1863 by H. S. French & Co., Sag Harbor, Capt. Green.





FOX (OR SUNSET) HILL SHIP-YARD.  
North River.

## CHAPTER IX.

### FOX HILL YARD. 1690-1869.

NATHANIEL CHURCH, JOHN PALMER, MICHAEL FORD, WILLIAM COPELAND, ELIAS W. PRATT, ELISHA TOLMAN, MR. MERRITT, CAPT. THOMAS WATERMAN, JOSEPH S. BATES, CAPT. ELISHA BARSTOW, THOMAS B. WATERMAN.

SCARCE a mile below North River Bridge at the foot of the easterly slope of Fox Hill and at the foot of Sunset Hill was located a shipyard, whose earliest occupants were probably Nathaniel Church and John Palmer, about 1690. *Nathaniel Church* settled in Scituate (now Norwell), in 1666. His farm was on North River, south of Cornet Stetson's, and included the "Bald Hills." His house stood by the river nearly opposite Job's Landing. He was a younger brother of Col. Benj. Church, the noted hero of the Indian wars. Nath'l had sons: Nathaniel, Joseph and Caleb, who have descendants living in Hanover and Marshfield. Nathaniel, the shipbuilder, d. in 1700.

*John Palmer's* son, John Jr., lived near the junction of the roads southeast of Church hill, not far from the 3rd Herring Brook. The father was in So. Scituate previous to 1660, and during that year built "John Palmer's Log Bridge," so called, over the 3rd Herring Brook, near where the present bridge that connects Hanover and Norwell is located. The descendants of Church and Palmer probably continued the business of shipbuilding here. The next names that appear to have been used in connection with shipbuilding at this yard were those of Michael Ford and his brother-in-law William Copeland.

*Michael Ford*

was gr. son of Wm. of Marshfield, who lived on the east side of North River, near "Gravelly Beach," where Michael was born. Michael, Sr. mar. Roda Copeland in 1778, and settled on a farm purchased of Ebenezer Stetson, one half mile above Cornet's Rocks on North River. His son Michael succeeded him. William Copeland and Michael Ford, Jr. worked on Smith's Yard in Hanover in 1799. Michael Ford was Sergeant in the militia company commanded by Lieut. Tolman. He did the joiner work on the vessels on the way down river, and while working on the "Samos," (?) stuck a chisel into his knee, which lamed him for life. Michael Ford had sons: Michael, now living in East Boston and spoken of farther on, William C., now dead, and David Barnes, who married Lavinia Sherman, and they have children: Angela B., Chauncy D., Edith F. and Howard I. David Barnes Ford now resides in Hanover Four Corners. Michael Ford, 2d, died in 1877, at an advanced age. His son Michael, who now lives in East Boston, works in the ship yards there at the age of 75, and can hew a spar more "true" than most carpenters at 30. He was b. in 1814, mar. Mary A. Russell of Ipswich, and had children: Mary G. and John W. At sixteen years of age, Michael 3d, went into the shipyard of his father—Copeland, Ford & Pratt. The "Mary Ballard" was the first vessel that Michael, 3d, worked on. He remembers going down river in her and anchoring off the Gurnet, being one of the crew under Capt. Cushing, and he also remembers nearly freezing to death, besides being very sick, while waiting for a wind to get to Boston. He went to Medford in 1836, and worked for Jotham Stetson, Waterman & Ewell and Paul Curtis. In 1842 he went to East Boston, where he made windlasses for Samuel Hall, Donald Mackay & O., and for E. & H. O. Briggs, South Boston. Before leaving North River he worked on Barstow's, C. O. & Henry Briggs', Foster's and other yards, and built together with Abner and Joshua Stetson and Martin Curtis in 1838 the "Ontesic," in Hanover, some 200 feet above Barstow's Yard. An incident is related as having occurred on the old Copeland & Ford Yard. One day some one on the yard, who believed in eating considerable beef, was planing a cathead, pushing the plane with great strength, when another man, who was Grahamite, and did not believe in meat, being surprised at seeing a person who lived on beef displaying so much strength, when he himself was quite weak, exclaimed, "Why, Mr. Ford, what makes you so





*William Copeland*

strong?" "Beef, beef," was the reply. We hope the other man was converted.

*William Copeland* was a grandson of Joseph, who came into Scituate from Bridgewater in 1730. The children of Joseph were remarkable for their longevity. In 1830 ten of his children were living, the youngest 72, the oldest 93, the sum of their ages being 825 years, and all, save two, had families, but there are no male descendants now living. The female members married into the families of Eells, Barker, Tolman, Ford and Stetson. Charles Tolman was grandnephew of a Copeland. William's father, William, and his uncle, Ebenezer, were shipbuilders. William Copeland, Jr., was born in the house now owned and occupied by William C. Tolman, grandnephew of William, Sr., next the old Dea. Eben Stetson place. William, the shipbuilder, left no children. Michael Ford and his ancestors were shipbuilders and carpenters at the old Chittenden yard and at the yards in Marshfield, Hanover and Pembroke, previous to Michael's occupying the Fox Hill yard. William Copeland was joiner on other yards before building as partner with Mr. Ford at this yard. It is therefore a question whether the Copelands or Fords occupied this yard previous to 1815.

Before 1815 *Barker Turner*, who afterwards built at the "Brick-kilns" and "Bridge" occupied this yard. Here in 1813 the sch. "ORIENT," 42 tons, was built by Barker Turner for Ensign Otis, Jr., Thomas Rider and Shadrach Standish, Scituate, and in 1814 the sch. "BEAVER," 29 tons, was built by Barker Turner for Lemuel Vinal and Isaiah Alden, Jr., Scituate. In 1815 Mr. Copeland built a large ship at this yard. B. & M. Stockbridge's gundalo was used under this ship during three tides in 1815. This was the ship "HEROINE," 337 tons, owned at Boston, by William Shimmie & O., William Copeland, master carpenter. In 1829 the "Heroine" was added to the Fairhaven whaling fleet, and made voyages in the South Atlantic until 1839, when she went into the Pacific and Indian Oceans. In 1852 during a severe gale the second mate, C. Fuller, and five men were washed overboard and the "Heroine" was badly injured, and in September of the same year she was considerably damaged by fire. She was condemned at Honolulu, December, 1852, in her 38th year.



*Barker Turner*  
*William Copeland*

built together in 1816  
two vessels, viz:  
sch. "MORNING  
STAR," 65 tons, of  
Orleans, afterward  
of New Bedford.  
The oak for this sch.

cost \$7 per ton. She was begun in Oct., 1815, and launched May, 1816. They also built the sch. "MILO," 53 tons, of Boston, built at Scituate. William Copeland built alone the same year, 1816, the sch. "FRIENDSHIP," 53 tons, of Hull, owned by Paul Billings, James H. & Martin D. Merritt and Reuben Damon of Scituate. Owned in 1850 by Jacob Walden & O. at Boston, William Copeland, Jr., M. C. Built probably on the same model as the "Milo." These two latter schooners were pink sterns, or "pinkies," or "pinkas," as they used to call them, and built for fishing smacks. They were launched on the same ways; one was on the stocks ahead of the other and both were launched at dusk in the early evening of the same day. Mr. Turner signalized the event by lighting a number of tar barrels, the illumination being visible for miles around. An incident is related of a certain Mr. Nye of Pembroke, who, while Mr. Turner was building at this yard, would come across the river at night and "hook" rum from a jug that Mr. Turner used to keep in his chest. Finally two men were set to watch and after Mr. Nye had taken a good drink and filled up his flask they seized him. Sometime afterward Mr. Nye suddenly died from the effects of an overdose of liquor, taken through a straw from a barrel.

In 1817 the sch. "FAME," 47 tons, was built by Barker Turner for Isaiah Alden, Jr., H. Damon, Cummins Jenkins and James Turner Ford, Scituate. About this time *Caleb Turner* built here in company with his brother Barker. William Copeland appears not to have built many vessels prior to 1819 when he built in company with Thomas Waterman and Joseph S. Bates. Caleb Turner was grandson of Capt. Benjamin of Pembroke and son of Nathaniel of Scituate, and brother of Barker Turner, Sen. He lived in the Uncle Roger Stetson House and left a family who moved to South Bridgewater.

*Caleb Turner*  
*Barker Turner*

built in 1818 the sch.  
"ROXANNA," 73 tons,  
for John Beal, Snell Wade,  
Simeon Litchfield and  
William Vinal, Scituate,  
afterward sold to Boston.

She was commenced in Nov, 1817, and launched, in May, 1818, Also in 1818 they built the sch. "MARY JONES," 56 tons, of Scituate, owned by Cushing Otis, James and Asa Litchfield. Caleb Bailly, 3rd, and Haywood Vinal of Scituate: used in fishing and coasting, and in April, 1819, sch. "CYRENE," 58 tons, of Boston, which they began in Nov., 1818. Owners, Howard Vinal, Silas Prouty and Cushing Otis of Scituate, & O., Caleb and Barker Turner, M. C. In 1820 the sch. "GEORGE WASHINGTON," 67 tons, was built by Barker Turner for Isaiah Alden, Jr., Ichabod Alden, Colman Jenkins, Cushing Otis, and Elisha Foster, Jr., Scituate. This vessel was afterward lost at sea. Also the same year, 1820, sch. "LARK," pink stern, 40 tons, built by Barker Turner and sold to Kingston. Not long after this Barker Turner removed to the Brick-kiln Yard.

In 1819 William Copeland, Michael Ford and Elias W. Pratt formed a partnership under the firm name of *Copeland, Ford & Pratt*. Joseph S. Bates and Thos. Waterman also built in company with Wm. Copeland. Gad Leavitt lived on the yard about this time. William Copeland was the master carpenter of this and the succeeding firm. Major Elias W. Pratt came from some other town into Scituate. He mar. three times and had children by his first two wives: Elias E., (mar. and living in New Haven, Conn.,) William B., (now dead,) Charles C., (mar. Hannah Hart and has one child,) Elizabeth B., (who mar. George W. Stetson and now lives in Medford,) Abby and Ruth (both dead,) and Emeline A., b. Jan. 9, 1831, mar. Nov. 1, 1850, Seth E. Bartlett of Duxbury, who died March 18, 1852. They had one child, born 1851, who mar. Annie Eatough, of Taunton, May 6, 1876. Their children are 1. John E., born Jan. 25., 1878; 2. Sadie E. b. Aug. 24, 1880. They now live in Montreal, Canada. Emeline A. mar. secondly Louni B. Sylvester of Hanover, June 16, 1858, he d. in the war, Sept. 6, 1862. They had one child, born May 27, 1859. (See Bridge Yards, Hanover). Emeline A. mar. for her third husband Henry S. Bates, Jan. 22, 1888. In 1819 Copeland, Ford & Pratt built a *Schooner* for Capt. David Whiting & O., Hingham.

*William Copeland Jr.*  
*Thomas Waterman.*  
*Joseph & Bates*

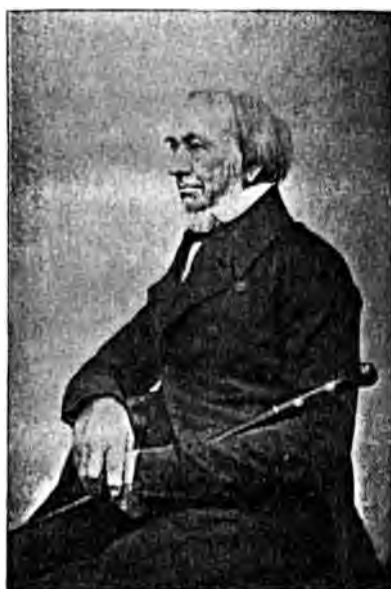
built the same year, 1819, the brig "CASHIER," 73 tons, of Boston. Owned by William Copeland, Jr., Thomas Waterman,

Scituate; Ebenezer Chadwick and Joseph S. Bates, of Hanover & O. This vessel may have been built in Hanover as her register states but as two or three vessels were sometimes on the ways at the Fox Hill Yard at the same time, she may have been built here. Sometime between 1819 and 1824, there entered into this firm Elisha Tolman, Elisha Merritt\* and one other, and the firm name was changed about 1824 to *William Copeland & Co.* Elisha Tolman was a direct descendant of Capt. Benjamin, who came to Scituate from Dorchester in 1709. Elisha had children, Samuel, Charles and others. Samuel had children: Samuel and Joseph, who were ship joiners, and Rebecca. Samuel was Captain of a militia company of foot in 1815. He was interested in many of the Yards, being one of the firm during the building of many vessels at the Fox Hill and Wanton yards, and worked joinering on most all the yards. He had sons: Samuel and James T., who worked on the yards up river, and two children who died. Samuel mar. 1. Sarah, dau. of William Winslow. 2. Abigail, dau. of Elijah Ames, and widow of Israel Hatch. There was one child by the first marriage: Samuel Jr., who mar. Eveleen Leland, and they have one child, Gladys. James T., son of Samuel, Sr. mar. Mary T., daughter of C. O. Briggs, and lives corner of Oakland Avenue and Broadway, in the house formerly occupied by Doctors Fobes, Garratt, and Downs successively. They have two children, M. Anna† and Herbert C., a graduate of Yale. Elisha Tolman fell down the hold of the Brig Moscow (?) on her way down river and broke his neck. The new firm built in 1824 the brig "BYRON," 193 tons, for William Lovering of Boston, afterward sold to New Bedford. William Copeland, Jr., M. C. 1825, brig "LEXINGTON," 197 tons, of Boston. William Copeland, Jr., M. C., condemned at Mauritius, 1856. In 1826 brig "MOSCOW," 277 tons, of Boston. Lost off California before it was annexed to the United States. William Copeland, Jr., M. C. 1827 brig "SAMOS," 243 tons, of Boston, owned by Windsor Fay & O. Owned in 1844 by Vernon Brown, of Boston. William Copeland, Jr., M. C. Capt. C. B. Graves went in the brig "Samos," in 1838, from Stockholm to New York. She used to sail between the West Indies and the Baltic, regularly. Page Brewer was master of her, after him the late William Reed of Chelsea. Capt. Graves

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\* See Chapter Miscellaneous Yards, Scituate.

† See Chap. Briggs Yards.



*Michael Ford*



thinks she was put under the Spanish flag later. In 1828, was built the brig "LEDA," 258 tons, for David Fells, or Ellis, of Boston, William Copeland, M. C. 1829, sch. "ORION," 60 tons, of Cohasset. Owned by Howard Vinal, William Copeland, Jr., William Haskins, Elias W. Pratt and Michael Ford, of Scituate. William Copeland, Jr., M. C. The next year they built two vessels. 1830 brig "ODESSA," 180 tons, built at Hanover (?), and owned by Isaac Hall and Thomas Curtis, of Boston. William Copeland, Jr., M. C. 1830, sch. "LYCEUM," 65 tons, owned at Scituate by John Beal, Peleg Jenkins, Melzar Litchfield, Edw. J. Porter, Michael Ford, Elias W. Pratt and William Copeland, Jr., M. C. In 1832 the firm built their last vessel, though Michael Ford had an interest in other vessels subsequently built at this yard. This vessel was the bark "MARY BALLARD," 260 tons, of Boston, built in 1832. Copeland & Pratt, M. C. She was built for William Fay, of Boston, was used in the liquor trade and lost while in said trade. Mr. Fay sent down a quantity of liquor when she was launched, and the Rev. David Barnes Ford, remembers dealing it out. He was probably obliged to do this, for we cannot imagine his doing such a thing at the present day. Some verses were written concerning this vessel of which only the following lines have been preserved:—

One day it chanced to cross my roving thought  
That James and I would take a walk,  
Down to the ship yard we would go,  
There was a lady for a show.

\* \* \* \* \*

Mary Ballard was her name.

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If to the ship yard you would go,  
Take care and not be climbing so.

Joseph C. and Samuel Tolman, Jr., did the joiner work on the "Mary Ballard." George B. Tolman, son of Elisha, who was a descendant of Charles, fell from a staging on board the "Mary Ballard" and was injured. When lost the "Mary Ballard" was owned by John H. Pierson; she was cast away on the Bahamas in the spring of 1843, loaded with ice for the Gulf of Mexico. In 1832 this firm sold out to Thomas Waterman and Joseph S. Bates. *Waterman & Bates* began to dig for a yard a little way up river, by the swimming place above

the southwesterly slope of Fox Hill. While engaged preparing to locate here, Copeland & Ford decided to go out of business, and sold their yard to Waterman & Bates, who built in company three years, or until 1836, when Mr. Bates retired from the firm.

*Thomas Waterman*

father, Thomas, born 1765, was Thomas of Marshfield, and son of 1819 Capt. Anthony, who came from Marshfield in 1760. Capt. Thomas Waterman resided east of the brook, at the ancient Copeland place. He had two children: Thomas B., who mar. Clara Crooker of Norwell, and succeeded his father at the yard, and Sylvia, who d. in August, 1844. Thomas B. has had two children: 1. Thomas W., born May 4, 1868, a noble fellow, who was taken from them by typhoid fever in the fall of 1888, just as he was attaining manhood; 2. George, born Oct. 30, 1870, now in a bank in Boston. *Joseph S. Bates* was a descendant of Caleb, of Hingham, through Comfort of Pembroke, in which town he was born. He served his time with Col. J. B. Barstow and mar. his dau., Sarah, Oct. 2, 1820. They lived on Broadway, northeast of Hanover Four Corners, and had three children: 1. Henry S., b. Nov., 1821, mar. 1st, — Gardner, 2nd, in 1888, Mrs. Emeline Sylvester. 2. Sarah Ann, b. Nov., 1823. 3. John Burden, b. Feb. 17, 1826, who mar. Lydia Waterman, and lives corner of Rockland street, next to the Episcopal Church at the Four Corners.

was born in 1791, and died in 1861, aged seventy years. His grandson of

Capt. Anthony, 1760. Capt.

The first year Waterman & Bates built two vessels, as follows, viz: 1833, ship "HILO," 390 tons, of New York, the *largest vessel ever built at this yard*, and which is said to have cost \$1000 to get out of the river. She was used as a whaler. 1833, ship "ONTARIO," 367 tons, of Sag Harbor. Her length was 108 feet, breadth 27 feet, depth 13 feet. She afterward hailed from New Bedford. They built in 1835 the brig "ALMINA," 175 tons, of Boston, a fruiter, used in the Mediterranean trade, and in 1836 the sch. "RIENZI," 108 tons, of Boston. The "Rienzi," was captured and burned at sea by a rebel privateer in 1863. This was the last vessel built by Waterman & Bates.

Capt. Waterman carried on the business alone until 1846. The first vessel he built after Mr. Bates retired was the next year, 1837, the brig "VINTAGE," 199 tons, of Boston, a fruiter used in the Mediterranean trade, Thomas Waterman, M. C., and in 1838 the brig "OTHO," 132 tons, of Boston, Thomas Waterman, M. C., and in 1840, sch. "LAKE," 99 tons, owners: George M. Allen, Eaton Vinal, Thomas L. Manson, John Manson and Thomas Waterman, of Scituate, who built her. The "Lake," was commanded by Capt. Vinal in the West India logwood trade, etc., and during her second or third voyage she ran off Maguena Reef, near Crooked Passage, and was totally wrecked. He built in 1841 bark "WAVE," 197 tons, owned by Nathaniel H. Emmons, George W. Wales, Thomas B. Wales, Sr., and Jr., and Samuel Quincy of Boston. Thomas B. Wales had a son, Thomas B., whom he wished to send to sea, probably thinking this to be the most advantageous way of starting him in a mercantile life. To induce him to go he had this bark built and fitted up with fancy cabins, and expense was not spared to make it an attractive and comfortable vessel. As a further inducement he put his son in as captain, but as he had never been to sea before it was necessary to have for the first mate an experienced "old salt;" so Capt. Winsor went as first mate on her first voyage, which was to be around Cape Horn to the Northwest coast, trading. It was the custom in those days for the Captain to stay below, leaving his mate in charge of the ship, and it is fair to presume that Capt. Wales let the mate run the ship most of the time. The "Wave" probably did not go to the Northwest coast, and young Wales may have disappointed his father and never have gone in her, but the above is the story as told the author. The bark "Wave" in 1841 made a voyage from Boston to Rochelle; in 1842, Rochelle to Boston with brandy, fruit, etc., and Norfolk, Va., to Rochelle with staves, &c. In 1843 from Rio de Janeiro with coffee, and from New Bedford to Cowerand with 288 casks, 447 gross gallons of oil and 10 tons of logwood. In 1843-4, Norfolk to Rochelle and back again with potash, rice, staves, &c. In 1884 she was owned in New Bedford, then 42 years old. At this yard was built in 1842 the sch. "MANSON," 93 tons, owners George M. Allen, Moses R. Colman, John, Thomas L. and Joel L. Manson, Eaton Vinal, the builder Thomas Waterman, and Michael Ford, Scituate. The "Manson" was commanded by Capt. Moses Coleman and ran between Boston and Venezuela, taking out mixed cargoes and bringing back goat skins. The last



vessel built by Capt. Waterman alone at this yard was in 1845, the sch. "ST. PAUL," 94 tons, of Boston. Owned by Capt. John Cushing of Hanover and William H. Talbot, of Scituate. The "St. Paul," was commanded by "Capt. Bill Talbot" and used in the coasting trade in the Gulf of Mexico. William Clark of Hanover was one of the crew of three that went before the mast on the first voyage of the "St. Paul." They went to Matanzas and New Orleans with general cargo and brought back molasses, sugar, etc. She was finally lost.

Capt. *Elijah Barstow* who was at this time building in the old

Barstow Yard back of Edmund Q. Sylvester's in Hanover was approached in 1846 by George M. Allen of Scituate Harbor with a proposition to build for him a vessel of 250 tons, but on account of the great expense necessary to get the vessels over the shoals below his yard, which would consume the small profits of those days, Capt. Barstow decided it would not pay to build the vessel at his yard, and therefore invited Capt. Waterman to build her in company at his, Capt. Waterman's, yard. He accepted and they began their partnership, which lasted until 1859, when Thomas B. Waterman succeeded his father, and in company with Capt. Barstow, built until 1869, when was built the last vessel at this yard. Capt. Barstow now became the master carpenter. The first vessel built by the new firm was the bark "TOM CORWIN," 250 tons, launched in 1847, and owned by Joel L., John and Thomas L. Manson, George M. and William P. Allen, of Scituate Harbor, and commanded by Capt. John Manson. Charles Le Roy, of So. Scituate, went in her on her first voyage to St. Petersburg, Russia, in the spring of 1847. In 1859 she was owned by Elisha Atkins, at Boston, and was lost when an old vessel.

Capt. John Manson, her commander, was born in 1805 at Scituate Harbor, where he deceased July 14, 1889. In 1815 he went with his father mackerel fishing in the "Rosebud." In 1812-13 the British frigate "Nymph," and the British 74 "La Hogue," sent their boats into Scituate Harbor from time to time and burned or carried off the vessels there. Capt. Manson remembers once when a fleet of these boats were coming in, that the women began to carry off their beds and furniture, but an officer in one of the British boats cried out, "Good

women don't carry your beds off, we ain't going to hurt you." At this time the "Rosebud," which belonged to the elder Manson, the "Orient," and the "Sophronia" were carried off, and five or six other vessels were burned in the Harbor. The British returned the "Rosebud," which was finally sold to Maine. The "Orient" they kept, and the master of the "Sophronia," which was loaded with hay, went on board the man of war and induced them to give her up and let him take her back to the Harbor. Capt. Manson commanded first the sch. "James Otis," built in Pembroke, and about 1830-1 the "Mary," built in Kennebunk; later the sch. "Abigail," built by Magoun & Turner in Brooklyn about 1834, afterward the Her. Brig "Allen," the bark "Tom Corwin," and the ship "William Sturgis," built in Medford, all used in the New Orleans and European trade, and in 1851-4 the ship "Meridian," built by Jackson & Ewell, East Boston, 1740 tons, new measurement. This was the largest vessel then afloat. He commanded the ship "George Peabody" to Europe from Mobile and New Orleans and back from Liverpool with emigrants. He brought the Humboldts from Norfolk to Baltimore in 1857 and from 1858 to the end of his sea life in 1861 he made three voyages in the ship "Golden Flecco," (built by Paul Curtis at East Boston,) to San Francisco. He retired from the sea in 1861 on account of the war. It is remarkable that Capt. Manson never met with any accident except to carry away some small spar or lose a man overboard. During the later part of his sea going he sailed for Wm. F. Weld & Co. He superintended the laying of the keel for the first vessel they ever built. Before sailing for them he always sailed for himself. In one voyage to New Orleans and back he cleared for the Welds \$60,000, and while in the Meridian she paid for herself and \$27,000 surplus in three voyages.

Barstow & Waterman built in 1848 the bark "ZION," 199 tons, of Boston, owned in 1859 by Pierson and under Capt. Reynold, a part owner. They had on the stocks at the same time, in 1848, the brig "ABRAM," 158 tons, owned by Moses R. Coleman, George M. Allen, Michael Ford and Thomas Waterman, of Scituate. She took the place of the "Manson" in the Venezuela trade and was built of oak, copper and iron fastened and owned in 1861 by Vose, Livingston & Co., New York. In 1849 they built two vessels. 1849 bark "ADELIA ROGERS," 199 tons, of Boston, owned in 1861 by Taylor &

others; Capt. Snow. This vessel was, in her registers, sometimes called the "*Adelaide Rogers*." She was commanded by Capt. George Taylor, of Chatham, and was afterwards lost on the Southern Coast. They built the sch. "ROBERT RAIKES," in 1849, 81 tons, oak, iron and copper fastened, single bottom, owned in 1874 by E. & E. K. Cook, of Provincetown, and used as a fishing vessel. Capt. T. J. Coorigan. Capt. Swift, the largest owner, had this vessel named the "Robert Raikes" because of his strong sympathy with this great Methodist. In 1850 they built the brig "SARAH," 165 tons, for Capt. Moses Coleman, of Scituate, who used her in the West India trade. The sch. "ANTARTIC," was built here in 1851, 101 tons, of oak, iron and copper fastened, single bottom, whaler. In 1872 she was owned by J. E. & G. Bowley, of Provincetown, Capt. Hill. In 1884 she was at Provincetown and still whaling. She was on her way down North River when Minot's light was blown over. The same year they built the sch. "JOSHUA E. BOWLEY," 95 tons, owned in 1884 at Provincetown, Mass. In 1852 they built, on owner's account, the Her. Brig "KERNISAN," 127 tons, and sold to William F. Weld. Owned in Boston by N. J. Weld, in 1859, deck cabin. It is reported that she was lost with all on board on a voyage to the West Indies. Also the sch. "SEA DRIFT," 99 tons, oak, iron and copper fastened, built by them in 1852, owned in 1865 in Scituate. They built the sch. "WILLIAM MARTIN," in 1854, which is registered at some ports as having been built in Hanover, but this mistake is easily explained. The builder's address was Hanover, and the owners in registering naturally thought the vessels were built in Hanover, but this mistake in registry has been corrected wherever found. The sch. "William Martin," built by them in 1854, was 130 tons, flush deck, was owned in 1859 by William Martin, of Orleans, Mass. Built of oak and hackmatack. Iron and copper fastened. Sheathed with zinc in Oct., 1867. In 1862 she was transferred from Orleans to Boston and sent whaling in the Atlantic. On July 6, 1889, the "William Martin," under Capt. Howard, arrived in Boston from a 25 months' whaling voyage in the Atlantic with sperm oil to Heman Smith. She landed 100 bbls. at Fayal, during the voyage, and since Jan. 20, 1889, at which time she sailed from Dominia, she has got 60 bbls. of sperm oil. In 1855 the firm built the sch. "N. & H. GOULD," for Capt. Gould, who was drowned off Philadelphia while trying to save a man who had



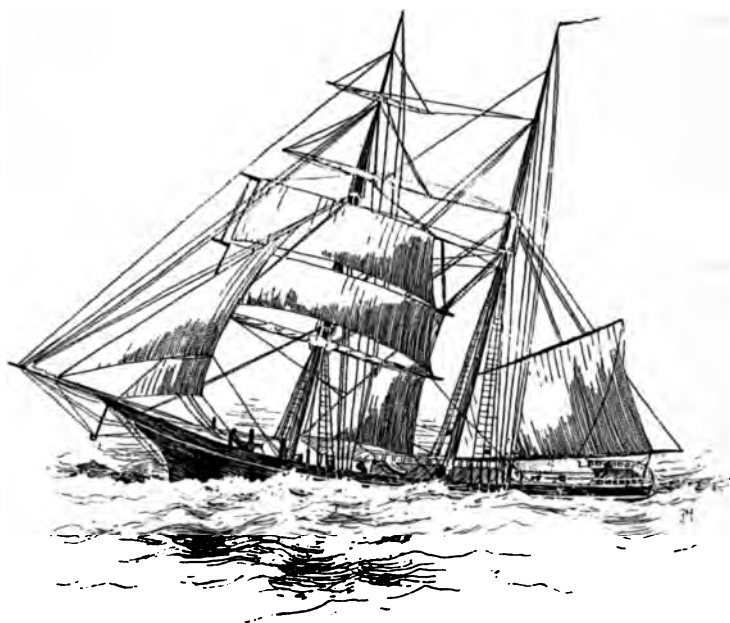
SCH. "WILLIAM MARTIN."  
Built by Barstow & Waterman.

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fallen overboard. Just as he was going down he held up his pocket book, then sank. Capt Gould used this vessel as a freighter. In 1863 she was owned by Yates, Potterfield & Co. of Orleans, Mass., and in 1865 by Eben Sears of Dennis, and sailing under Capt Crowell. The sch. "N. & H. Gould," was 142 tons, 91 feet long, 25 feet broad. Draft 10 feet. Built of oak, iron and copper fastened, single bottom. Owned in 1876 by Eben Sears, Boston, Capt. Baker, master. The last vessel built by Capt. Waterman and Capt. Barstow in company was in 1856, the brig "SPRIGIT," (or "*Sprite*," ) 200 tons, used in So. American trade by Lifkin & Ironside, N. Y. She was owned in 1865 by C. W. Swift, New York.

No more vessels were built here until 1859. This year Capt. Waterman's son succeeded to his share of the business, and the same year, 1859, the new firm of *Capt. Elijah Barstow* and *Thomas B. Waterman* launched the Sch. "MARY GREEN-ISII," 140 tons; oak, copper and iron fastened; rider keelsons; owned in 1865 by Fairbanks & Adams, Boston; Capt. J. Greenish. This vessel was named after the Captain's wife. The next vessel they built was the Sch. "ABBIE BRADFORD," built in September, 1860. She was 114 tons, 87 feet long, 23 feet broad; built of oak, iron and copper fastened, and was yellow metallised in September, 1866. In 1872 she was owned by Macéy & Co., Nantucket; Capt. A. Baker. She was originally commanded by Capt. Ezra Freeman, of Sandwich. She was named after the Captain's daughter, Abbie Bradford Freeman, and had for a figure-head the full statue of a little girl. She was one of the first vessels captured by the Confederate privateer "Alabama," Capt. Semmes, while on her way to the West Indies. He bonded her and let her go. In 1872, Jonathan Bourne, of New Bedford, bought the "Abbie Bradford," and sent her eight voyages to Hudson's Bay, whaling. On her last voyage, in 1887, she came out of the Bay in September, went South, and was badly wrecked in a gale in December, obliging her to put into the port of Santos, Brazil, where she was condemned and sold in January, 1888. Mr. Bourne owned her sixteen years. The next vessel was the Her. Brig "FALCON," 128 tons, built 1862, of oak; iron and copper fastened; yellow metallised in 1870; owned in 1874 by N. P. Mann & Co., Boston, and used whaling. J. C. Osgood, of Salem, for whom the "Falcon" was built, sold her in 1871 to N. P. Mann & Co., and she was sold by them to Capt. C. B.

Graves and Fowle & Carroll, Boston, for the West India trade in 1874. Capt. Graves commanded her for four voyages, then left her on account of sickness, and Capt. Jordan Cady took her to San Domingo. On her homeward passage she was struck by a hurricane between Hayti and Cuba. They had to cut away the masts, and, after the storm, they put up jury-masts and reached Port Jago, Cuba, where she was condemned and sold for a coal hulk. In 1863, Barstow & Waterman built the Her. Brig "SALINAS," 150 tons; oak, iron and copper fastened; yellow metalled in November, 1879. She was owned in 1872 by Cartwright & Harrison, Bermuda, and was sailing under the British flag. About 1875 her name was changed to "Warren," and she was owned by Cartwright, Harrison & Co., Barbadoes. The next year they built a vessel which cleared for her owners, at the end of a ten months' whaling voyage, \$14,000. This was the Sch. "SUSAN N. SMITH," built in 1864 for Heman Smith. The "Susan N. Smith" was of 150 tons. While on a whaling voyage in the Atlantic she was reported lost Aug. 28, 1869, with the Captain's wife, Mrs. Rounseville, two children, the first and second mate, boat-steerers, and thirteen of the crew. She had one hundred and eighty barrels of sperm oil. In the fall of the same year they launched a sister vessel to the "Susan N. Smith," though she was a little smaller. This was the Sch. "LOUISA A.," 122 tons, built for a whaler, owned by Heman Smith, Boston, in 1875, commanded by Capt. Kelly. She was lost on a reef near Florida about 1883. The next year they built a coaler for Capt. Edwin Barstow. This was the Sch. "PINTA," built in 1865, 207 tons, drawing 12 feet; oak, iron and copper fastened; yellow metalled January, 1868; owned in 1872 by E. W. Barstow; Capt. J. H. Smith, master. In 1875 she was owned by Capt. Small and others, at Pembroke, Me., and used as a fisherman. They next built for Heman Smith a vessel, the Hermaphrodite Brig "HEMAN SMITH," 123 tons, built in April, 1866; oak, iron and copper fastened; yellow metalled in 1869. She was a whaler, and owned in 1872 by Heman Smith and others, Boston; Capt. W. Martin. In 1877 she was still whaling in the Atlantic, and in 1884 owned in Boston. She was condemned in 1886, at St. Michael's, though then a good vessel. In 1866 a whaling brig was built on the owners' account, and sold in 1868 to Provincetown parties, which year she first got her register. This was the Her. Brig "LIZZIE J. BIGELOW," 150 tons, draft 12 feet; oak, iron and copper fastened; yellow metalled in October,



**HER. BRIG "LIZZIE J. BIGELOW," 150 TONS.**  
**Built in 1868, by Barstow & Waterman, at Fox (or Sunset) Hill Yard.**





1871. In 1872, used as a whaler in Provincetown, Mass., by B. A. Lewis, Capt. Josiah Cook. The brig "Lizzie J. Bigelow" was owned by C. E. & B. H. Fabens, of Salem, for about ten years. She was bought March 4, 1873, of C. G. & G. E. Ryder, for \$9500, and foundered at sea in 1885, the crew being taken off by a Scotch bark. An account from a daily paper at that time says:

"The crew of the 'Lizzie J. Bigelow,' which was abandoned at sea Feb. 12, 1886, were rescued by Capt. Lawson, of the bark 'Messina.' The 'Lizzie J. Bigelow' sailed from St. Martins, Jan. 28, and about seven o'clock that night, when eight miles northwest of Sombrero Light, James Dawcett, a Nova Scotia seaman, fell overboard from aloft, and was drowned. On Feb. 5, a heavy westerly gale set in, pumps had to be manned every half hour; the gale increased a little every day, and on the 10th blew with great violence; a heavy sea ran dangerously high, and sharp lightning appeared on the eve of the 12th. At nine o'clock a vessel's light was sighted. The 'Bigelow' was leaking so badly that they made signals of distress, and were taken off with great difficulty."

In the fall of 1866, Barstow & Waterman commenced a new vessel, which was launched in the spring of the following year. She was built a whaler, for Heman Smith, and Capt. Charles Stetson, of Kingston, went master of her. This was the Her. Brig "ROSA BAKER," 109 tons, launched in May, 1867; oak, iron and copper fastened; yellow metalled October, 1871. She was whaling in the Atlantic from 1867 to 1877, and in 1869 or 1872 was sold to Jonathan Bourne, Jr., of New Bedford, and went to Hudson's Bay, whaling. On Sept. 5, 1874, the first mate and boat's crew were lost in the ice in Hudson's Bay. In August, 1889, she was owned in Boston, and lying at National Wharf, East Boston. She is registered at some ports as the "*Rosa Barker*," which is a mistake, as she was named after Rosa, daughter of Joshua Baker. In 1869 was launched the Sch. "HOPE ON," the last vessel built by this firm, the last vessel built on this yard, and next to the last vessel built on North River. She was built on the owners' account, and was a great loss to her builders. There was no demand for vessels when she was launched, and it was nearly two years before she was sold. For this reason she has often been registered as having been built in 1871. This vessel, the Sch. "Hope On," was 191 tons burthen, 100 feet long, 24 feet broad, draft 11 feet; white oak and yellow pine, iron and copper fastened, single bottom; owned in 1876 by Edwin Barstow & Son, of Boston; Capt. L. Chase, commander. She was rated as having been

built first class. In 1877 she was sold to J. T. Richardson, of New Bedford, and sent whaling in the Atlantic, under Capt. M. A. Baker. She was later sold to parties in Talcahuana, Chili, where she has been used as a freighter and whaler. May she live long, and be a noble monument to her builders as the last vessel built by them.

## CHAPTER X.

### BRICK KILN YARD.—1730-1807.

CAPT. BENJAMIN TURNER, CAPT. ICHABOD THOMAS, SR., CAPT.  
ICHABOD THOMAS, JR., CALVIN TURNER.

IT is impossible to say when vessels were first built at this yard, but records have been found of quite a number of ships built in Duxbury in early times, and some of them were probably built here, as at that time Pembroke was a part of Duxbury. The Indian name of Duxbury was Mattakeeset, but the western part of what is now Pembroke was generally called Namassakeeset. Pembroke was set off by itself, and incorporated as a town, in 1711-12, and the first mention of the new town in the newspapers was the same year :

"PEMBROKE, Dec. 6th, 1711-12. Last Wednesday, the Rev. Mr. Daniel Lewis was ordained Pastor of the Church in this place.—*Boston News Letter*."

Ship-building was probably flourishing on the river front at that time, but the first record we have is in 1730, when *Capt. Benj. Turner*, Captain of a Troop of Horse, came to Pembroke, and built at the Brick Kilns. Many of the most noted ship-builders were apprenticed to him, and his descendants for several generations carried on the art at the Brick Kilns and other yards.\* The Thomases, Briggses, and Turners were the most prominent builders.

*Ichabod Thomas* learned his trade of *Capt. Benj. Turner*, and he proved himself to be an apprentice worthy of his instructor. He descended from John Thomas, who came to New England, a passenger from Wales, in the ship "*Hopewell*,"

\* See Turner and Bridge Yards, and Fox Hill Yard.

Thomas Babb, master, arriving Sept. 11, 1635, then fourteen years of age. Tradition says he was an orphan, whose property had been lost through poor investments by those who had it in charge. He was reared by Gov. Edward Winslow, at Careswell, Eng., and settled in Marshfield, on a farm given by Gov. Winslow, for the better accommodation of a neighborhood, from his own grant. This farm became, in later years, the home of the distinguished singer, Adelaide Phillips. John Thomas mar. Sarah, the dau. of James and Sarah Pitney, Dec. 21, 1648. His name is next to the Winslows on the first list of those who bore arms in Plymouth, Mass. They had: 1. John, born Nov. 16, 1649, mar. Sarah ———. He was drowned May 24, 1699. His widow became the second wife of Dea. John Foster, and d. May 26, 1731. 2. Elizabeth, b. Sept. 12, 1652, probably died unmarried. 3. *Samuel*, b. Nov. 6, 1655; mar. Mercy, dau. of Dea. Wm. Ford, May 27, 1680. 4. Daniel, b. Nov. 20, 1659; mar. Experience, dau. of Thomas Tilden, 1698. 5. Sarah, b. Sept. 20, 1661; mar. Benj. Phillips, 1680. 6. James, b. Nov. 30, 1663; mar. Mary, dau. of Stephen Tilden, in 1700. He settled in the north section of Duxbury, and left numerous descendants in Connecticut, and also in the Western States. 7. Ephraim, b. Oct., 1667; removed to Little Compton, R. I. 8. Israel, b. 1670; mar. Bethiah Sherman, dau. of John and Jane Hatch Sherman, 1698.

*Samuel* (second son of the ancestor, John), and his wife, Mercy Ford,\* had children: 1. Bethiah, b. Jan. 25, 1681; mar. Samuel Sprague, and settled in Duxbury. 2. John, b. Nov. 8, 1683; mar. Lydia, dau. of Josh. Waterman. 3. Samuel, b. Dec. 7, 1685; mar. Rebecca Howland. 4. *Nathan*, b. Nov. 21, 1688; mar. first, Alice Baker; second, Abiah Snow; and third, Sarah B., dau. of Dea. John Foster, of Plymouth. 5. Sarah, b. ———; mar. John Holmes, Sept. 8, 1720, and lived one hundred years. 6. Joseph, b. 1690; mar. Lydia Winslow, 1718; d. Jan. 27, 1754, aged sixty-eight. 7. Gideon, b. 1692; mar. Abigail Baker; left no sons, but daughters: Mercy, wife of B. White; Sarah, wife of Jeremiah Low; and Eleanor, wife of Elijah Ford. Abigail, *his* dau., mar. Dr. Eleazer Harlow, of Duxbury; d. young, leaving one son, Gideon Thomas, who was reared by his maternal grandfather. 8.

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\* Samuel died Sept. 2, 1720; his widow, Sept., 1741.

Ann, baptized April 16, 1727. 9. Elizabeth, b. Sept. 28, 1729. 10. Josiah, baptized March 16, 1698; mar. Deborah Bartlett, and settled near Standish Hill, Duxbury. They were ancestors of Dr. Stevens, physician, of So. Marshfield. Gideon Thomas d. 1766, aged seventy-four; Abigail, wife of Gideon, d. Sept. 15, 1753, aged fifty-two; Abigail, wife of Eleazer Harlow, d. Nov., 1743, aged twenty years, ten months, and twenty days, leaving Gideon, above named.

John, son of Samuel and Mercy Thomas, succeeded to the ancestral home, and mar. Lydia, dau. of Joseph and Sarah Waterman, Dec. 23, 1714, and d. Jan., 1769, aged eighty-six. She d. Jan. 17, 1750. They had children: 1. Zeruah, b. Oct. 3, 1715; mar. James Bradford, of Connecticut. 2. Ann, b. April 5, 1717; d. 1723. 3. Anthony, b. March 25, 1719; mar. Abigail Alden, of Duxbury. 4. Lydia, b. March, 1721; mar. Joseph Kent, Feb. 28, 1743. 5. JOHN, b. Nov. 9, 1724; mar. Hannah Thomas, dau. of Nathaniel Thomas. Said John became a MAJOR GENERAL, and died in the American Revolutionary War. He was a cousin of Ichabod, Sr., and at the age of twenty-one was Surgeon in a regiment sent to Annapolis, Royal. At twenty-two, he was on the medical staff of Gov. Shirley's Regiment. In the year 1759, he was appointed a Colonel, and re-appointed to the same office in 1760, by Gov. Pownall. In 1760, with his regiment, he joined the Anglo-American army at Crown Point. After he returned from this expedition, Col. Thomas continued in his profession as physician, at Kingston, until 1775, where the Revolution found him. He was again called to the front, into active service, Feb. 9, 1775. Not long after this, Gen. Thomas became piqued because another officer was promoted above him, which was acknowledged unfair and unjust by all excepting Congress. James Warren, the Speaker of the House, urged his remaining. Gen. Charles Lee wrote to him:

"I have myself, sir, full as great, perhaps greater, reason to complain than yourself. I have passed through the highest ranks, in some of the most respectable services of Europe. You think yourself not justly dealt with in the appointments of the Continental Congress. I am quite of the same opinion. For the sake of everything that is dear, and ought to be dear, to you, for the sake of your country, and of yourself, discard such sentiments."

Gen. George Washington wrote to Gen. Thomas from

Cambridge under date July 23rd, 1775, a very lengthy letter, from which the few following extracts are made :

"Sir: The retirement of a general officer, possessing the confidence of his country and the army at so critical a period, appears to me to be big with fatal consequences, both to the public cause and his own reputation. While it is unexecuted, I think it my duty to make this last effort to prevent it, and after suggesting those reasons which occur to me against your resignation, your own virtue and good sense must decide upon it." \* \* \* \* "You possess the confidence and the affection of the troops, of this province particularly: many of them are not capable of judging the propriety and reason of your conduct: should they esteem themselves authorized, by your example to leave the service, the consequences may be fatal and irretrievable." \* \* \* \* "I shall flatter myself that these reasons with others which your own good judgment will suggest, will strengthen your mind against those impressions which are incident to humanity, and laudable to a certain degree: and that the result will be your resolution to assist your country in this day of distress. That you may reap the full reward of honor and public esteem, which such a conduct deserves, is the sincere wish of Sir, your very obedient and most humble servant,

GEORGE WASHINGTON."

"To Gen. John Thomas."

Gen. Thomas was restored to rank and command, and had all the resolves, letters, and addresses proved unavailing, and the Continental Congress not have restored him, he must have been much more or much less than a man. The field officers encamped at Roxbury, addressed him July 25th, 1775, to this effect :

"Your appointment as Lieut. Gen'l. by the Provincial Congress, in consequence of which you took supreme command of this camp, gave singular satisfaction to all acquainted with your character, your knowledge and experience of military movement, and your vigilance, prudence and skill."

From this time to March, 1776, Gen. Thomas commanded the most exposed camp of the besieging army at Roxbury. Having determined upon the occupation of Dorchester Heights, a step which would bring on an action or produce the evacuation of Boston by the British Army, on Monday the 4th of March, these Heights were taken possession of by Gen. Thomas. The amount of labor performed during the night, considering that the earth was frozen eighteen inches deep, was almost incredible. Gen. Thomas writes in a letter to his wife, dated from :

"Dorchester Hills, in a small hut, March 9, 1776.

We have for some time been preparing to take possession of Dorchester Point, and last Monday night about 7 o'clock I marched with about 3,000 picked men, beside 360 ox teams and some pieces of artillery. About 8 o'clock we ascended the high hills, and by daylight, got two hills defensible. About sunrise the enemy and others in Boston, appeared numerous on the tops of houses, and on the wharves, viewing us with astonishment. The cannonading which had been kept up all night, from our lines at Lamb's Dam and from the enemy's lines likewise at Lechmere's Point, now ceased and the enemy turned their fire toward us, but they soon found it was to little effect." \* \* \* \* "I have had very little sleep or rest this week, being closely employed night and day." \* \* \* \* "Your son John is well and in high spirits. He ran away from Oakley privately on Tuesday morning, and got by the sentrys and came to me, on Dorchester Hills, where he has been most of the time since.

JNO. THOMAS."

Mrs. Thomas's disobedient son, John, had been left by his father on Monday evening, when he marched for Dorchester Heights, in care of his colored servant Oakley, who, no doubt, was instructed to keep him from mischief and danger, he being but ten years old. Gen. Thomas's cousin, William, was also with him at Dorchester Heights. William held a commission as Capt. of 1st Military Co. foot, of Marshfield, under Thos. Hutchinson, Gov. Mass. Bay, 1772. To his descendant, Miss Sarah Thomas, of Marshfield, I am indebted for much valuable information concerning the Thomas family.

About this time Congress was looking for an officer to command the troops led into Canada by Montgomery and Arnold, and having been cautioned by Washington not to appoint a major general, whom he named to them, for that purpose they on the 6th of March promoted Gen. Thomas to the rank of Major General and sent him to command in Canada. John Adams wrote to him the next day, and from his letter the following is taken :

"Dear Sir : The Congress have determined to send you to Canada. They have advanced you one step by making you a Major General. Your friends, the delegates from your native province were much embarrassed between a desire to have you promoted and placed in so honorable a command on the one hand and a reluctance at losing your services at Roxbury, or Cambridge on the other."



Thus Gen. Thomas, called from his proud position at Dorchester, was promoted and appointed to a more extensive and important command of an expedition which proved disastrous to his country and fatal to himself. After reaching his position near Quebec, re-enforcements and provisions for the army failed to arrive, but Gen. Thomas was determined to retain his position as long as possible, hearing that large re-enforcements were passing the lake and might be daily expected. The re-enforcements not arriving, as his advices induced him to hope, and the enemy advancing in force, he was obliged to retreat to Sorel. On the 2nd of June at Chamblee, on the river Sorel, while anxiously awaiting the expected re-enforcements, he died of the small-pox, aged 52 years. The disease was so malignant that he was entirely blind some days before his death. During his course of professional life he had been uncommonly skilful in its treatment, but had never taken it by inoculation or otherwise. In person he was six feet high, erect and well proportioned, appearance commanding and with manners affable, gentlemanly and of unaffected sincerity. He was succeeded by Gen. Lincoln.

Sarah, *sixth* child of John and Lydia, was b. Nov. 3, 1726; mar. Jeremiah Kinsman, of Norwich, Conn. 7. Keziah, b. Nov. 7, 1730; d. Dec. 11, 1751.

*Nathan Thomas*, a tanner by trade, mar. Alice Baker, March 4, 1713, who d. June 4, 1715, aged twenty-five. He mar. 2ndly, Abiah, dau. of Josiah Snow, Jan. 2, 1716; she d. Feb. 1, 1718, aged twenty-four. He mar. 3rdly, Sarah Foster, dau. of Dea. John Foster, of Plymouth, and gr. dau. of Dea. John Foster, of Marshfield. *She* mar. 2ndly, Jedediah Bourne, and d. Feb., 1778, aged eighty-two. Nathan d. Nov. 3, 1741, in his fifty-third year. He had children: 1. Sarah, b. Dec. 12, 1720; d. while visiting her sister, Mrs. Phillips, at Boston, and was buried there. 2. Alice, b. Dec. 25, 1722; mar. Capt. Benj. Phillips, of Boston, Nov. 16, 1743. They lived on Fort Hill, and had one child, Alice, born the following year. Dr. Winslow Lewis, of Boston, was a descendant of Alice and Benj. Phillips. 3. William, b. Jan. 31, 1727; mar. first, Mary, dau. of Abraham Hill, of Malden; second, Abiah, dau. of Capt. James Thomas, of Duxbury, March 11, 1754. 4. Nathan, b. Aug. 30, 1730; mar. Sarah, dau. of Dea. Jedediah Bourne, Nov., 1756. 5. *Ichabod*, b. June 28, 1733, in a house that stood on the site and cellar of the present residence of

Luther Thomas, the first house on the left, standing on a hill after crossing the railroad track at the Marshfield depot, on the road from the Marshfield Post Office to Brant Rock. This house was built by Nathan Thomas, and torn down in 1863. The property has been in the Thomas family over one hundred and fifty years.

*Ichabod* mar. Ruth, dau. of Capt. Benj. Turner, and settled in Pembroke, Mass. They were mar. Jan. 22, 1761, by the Rev. Thomas Smith. Ruth d. Oct. 12, 1801, in her sixty-sixth year. Ichabod d. March 2, 1788, aged fifty-five. They had six sons and two daughters, viz.: I. *Ichabod Thomas*, Jr., b. Oct. 23, 1761. II. SARAH THOMAS, b. Nov. 8, 1763; was the first wife of the Rev. Levi Whitman, of Wellfleet, Mass. Their children were: Levi, b. Jan. 16, 1789; Sarah, b. Feb. 24, 1790; mar. Albion K. Parris, who was Governor of Maine in 1822, and when Gen. Lafayette visited there, and Mayor of Portland in 1852. Mrs. Parris d. in Washington, D. C., Jan., 1883, aged ninety-three. Josiah and Ruth, b. Jan. 28, 1793; d. in May, 1793. Ruth, 2nd, b. June 21, 1794. Ichabod T., 1st, b. May 7, 1796; d. July 27, 1798. Elizabeth S., b. Oct. 19, 1797. Hope Doane, b. Feb. 3, 1799. Ichabod T., 2nd, b. July 7, 1800; d. July 18, 1800. Catharine, b. Nov. 8, 1802; d. March 14, 1803. William T., b. Dec. 17, 1803; d. Jan. 9, 1804. The mother, Sarah Whitman, d. Dec. 17, 1803. Rev. Mr. Whitman mar. 2ndly, Dorothy Drew Thomas, relict of Charles Thomas, April 16, 1807, and by her had one child, Thomas, b. 1809; d. aged two months twenty-six days. Mr. Whitman d. in Kingston, Mass., Nov. 7, 1838, aged ninety. Dorothy d. in Boston, Feb. 4, 1840, aged seventy-seven. III. BENJAMIN THOMAS, b. about 1764. Followed the sea. IV. CHARLES THOMAS, b. Aug. 31, 1765; mar. Dorothy, dau. of William Drew, in 1788. He went to Macomb, McDonough County, Ill. The date of his death has not been ascertained. His children were: Charles, b. Oct. 23, 1788; enlisted as an artificer in Capt. Walbach's Company U. S. Artillery, in the spring of 1814; was discharged April 25, 1815, and d. Jan. 20, 1818. George, 1st, b. Dec. 22, 1789; d. Jan. 4, 1790. George, 2nd, b. Dec. 30, 1790, who, by special act of the Court, March 10, 1827, had "Priest" added to his name, making it George Priest Thomas. He mar., April 5, 1809, Maria West, dau. of Robert and Mary (West) Foster. She d. in Boston, Jan. 27, 1847, aged fifty-six. He mar. 2ndly,

June 25, 1851, Mary Pratt Nichols, of Reading, Mass., by whom he had no children. He d. in Boston, Jan. 24, 1867, aged seventy-seven. His children by his first wife were: 1. Julia Parris, 1st, b. June 14, 1810; d. Aug. 12, 1812. 2. Catharine Drew, b. Dec. 9, 1811; d. in Plymouth, N. H., Oct. 16, 1875, unmarried. 3. Maria Augusta, b. Sept. 30, 1813; mar. Jan. 18, 1844, John F. Morton, of Plymouth, N. H., a descendant of the Moultons, of Ellsworth; he d. May 15, 1875, aged sixty-five; she d. Aug. 6, 1883, aged seventy. They had children: John F., b. Sept. 2, 1845; d. Jan. 24, 1846. Kate Maria, b. March 4, 1848; mar. Charles J. Gould, Dec. 25, 1877. They have had four children. 4. Waldo L., b. Sept. 27, 1815; mar. Sarah Ann York, of New Market, N. H., Sept. 12, 1841. He went to Cuba, for his health, but returned to Dorchester, where he d. May 15, 1857. She d. in New York City, May 29, 1881. Their children were: Ellen, Emma, Laura, Valentine, Ralph Waldo, who mar. Mary De Rous, and Eva, who mar. and lives in Newton, Mass. 5. Charles Fred-eric,\* b. Aug. 29, 1817; mar. Dec. 2, 1838, Abigail Locke,

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\* An autobiography of the eventful life of Charles Frederic Thomas, to the present day, would make a most interesting book, and the author regrets that want of space allows him but briefly to refer to the main points thus far, he being now seventy-two years of age, and as active as a man of thirty. He graduated at Blaisdel's Academy, aside the Old North Church, Boston, and soon after went to Antwerp, in the brig "Volant," Capt. Ephraim Finney, of Plymouth, Mass. Returning about 1831, he went to Kingston, Mass., to learn the trade of carpenter and builder, of Lewis Ripley, and later worked for Abraham Sherman, of Cambridge. While attending the trial of Marvin Mercy, who was indicted for burning the Ursuline Convent at Charlestown, he made the acquaintance of some Lowell workmen, who persuaded him to engage with Pickering & Mathers, where he finished his trade. Later, he worked for his brother Waldo, at Watertown, a short time, when he shipped in the brig "Roderick Dhu," to St. Iago, W. I. On the Island of Cuba, and in the mines of San Fernando, he had a most interesting experience, including many narrow escapes. Soon after his return to Boston, he sailed for Mobile, in the ship "Tiger," of 500 tons, owned by Wheelwright & Co., Central Wharf. From Mobile he went to Liverpool, whence he sailed for Boston, Jan. 8, 1833. Two weeks after his arrival in Boston, he joined the ship "New Jersey," 650 tons, bound for New Orleans, Mobile, and Liverpool. He shipped in the same vessel for a second voyage to those ports, and, while lying at Doboy Island, at the mouth of the Darien River, he bathed every day in the river, using a large sponge. A slave, who was very black, asked him what made his skin so white. Mr. Thomas replied, "The constant use of this sponge." The negro, thinking the sponge would make him white, offered to give him a boat-load of provisions for the sponge, which Mr. Thomas accepted. Mr. Thomas says, "Not having seen him since, I do not know whether he became white before Mr. Lincoln's Emancipation Proclamation or not, but I hope he did." After his return from this voyage, he shipped as one of the officers on the ship "William Engs," for Liverpool and Havana, arriving back in Boston, Aug. 15, 1838. On the 29th of August, 1838, Charles became of age, and he and his brother Waldo were set up as carpenters in Lowell. He soon went to Waltham, and thence to Medford, where he worked joinering for Goodwin & Ventrin, John Winslow, and Anthony Waterman. From here he was hired by Cyrus Alger, of South Boston, to put in the foundations for his anchor forge on Dorchester Turnpike. Sears & Fitch, of Boston, employed him afterward in building A. & A. Lawrence's store, on Milk street; the Swedenborgian Church, on Bowdoin street; Old Colony Railroad Station, on Kneeland street, etc. In 1844, he became a mechanical engineer, and later a designer of locomotives and other

dau. of Edward Page, of Deerfield, N. H. She was b. May 21, 1811; she d. in Brooklyn, May 14, 1885. Their children were: Charles Frederic, b. in Medford, April 13, 1841; d. in Brooklyn, N. Y., March 19, 1868, unmarried. Abbie Maria, b. in Boston, May 11, 1846; mar. first, Benjamin B., son of Major Benjamin B. French, of Washington, D. C. He d. in Barronquilla, So. America, May 29, 1881, leaving children: Abbie Marie, who was b. in Brooklyn, June 30, 1867; Charles Francis, b. in New York City, July 25, 1869. Abbie Maria, the mother, mar. secondly, Hermann Joerns, in Brooklyn, N. Y., Feb. 28, 1882. He was b. in Hamburg, Germany, June 27, 1842. They have one son, Herman Ormond, b. June 4, 1884.

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machinery. While employed by Uriah A. Boyden, at Manchester, N. H., he superintended the construction of Turbine water wheels, and machinery for the Amoskeag Manufacturing Company and Suncook Cotton Mills. Under the instruction of Oliver Bailey, he constructed the locomotive "Mameluke," for the Manchester and Lawrence Railroad, which, on her trial trip, ran two miles in seventy seconds, and, on a later trip, tore herself to pieces. While here, he constructed a lathe twenty-two feet in diameter, the largest ever made. In 1852, William Mason, of Taunton, sent for Mr. Thomas, who located Mr. Mason's works at Taunton, and designed and superintended the construction of the so-called Mason locomotive. In 1856 he received a bronze medal and diploma from the Massachusetts Charitable Mechanics Association, for his skill in designing, drawing, and water-coloring. Mr. Thomas was called to Washington, D. C., by Gen. Montgomery C. Meigs, Chief U. S. Engineer Corps, to take charge of the mechanical branch of the Department of Public Works under his charge, in 1857, viz.: United States Capitol Extension, New Dome on the Capitol, Washington Aqueduct, United States Post Office, and Fort Madison. The construction of the new dome was remodelled at his suggestion, and it was successfully built under his supervision. He placed the statue of Freedom on the top of the dome, Dec. 2, 1863, planned all the scaffolding for its erection, and received a certificate, signed by Thomas U. Walter, Architect; Benjamin B. French, Commissioner of Public Buildings; J. P. Usher, Secretary of the Interior; and countersigned by Abraham Lincoln, President of the United States of America, acknowledging his valuable services. Mr. Thomas was removed from the Public Works in 1861, and entered the United States Army, April 19, 1861, to serve three months. He was a member of the "President's Mounted Guard," District of Columbia Volunteers, served his time, and received an honorable discharge July 19, 1861. With others, he applied to President Lincoln for a commission to raise a regiment of cavalry, the "Mounted Guard" to be a nucleus; papers were endorsed by Mr. Lincoln, and passed through the proper offices, and returned, as that arm of the service was already supplied. Afterward, he was elected Captain of "K" Company, Interior Department Regiment, composed of all the workmen on the Public Works and Department of the Interior. When the statue was put in position, Mr. Thomas, after two sections of the scaffold were removed, stood upon the head, and was photographed, a copy of which photograph he has preserved; and then, with steel letters he marked President Lincoln's, Benjamin B. French's, Thomas U. Walter's, and his own name, in full, on the uppermost feather of her helmet. When the dome was completed, Mr. Thomas resigned his position as Superintendent of the Public Works, to take one more remunerative, with the Chester Manufacturing Company. Later, he took a position with J. B. & W. W. Cornell, architectural iron works, in New York, and served them as a Superintendent for six and one-half years. In 1871, Messrs. Thomas Otis & Roy & Co., manufacturers of shot, sheet lead, and pipe, employed him as engineer and general superintendent. He was with them eleven years, and made many improvements in the machinery, invented the spray and mist in the tower, so that larger shot could be dropped at less elevation, and originated and successfully got up the new standard scale for shot, which was adopted by the New York State Sportsmen's Association, at Batavia, N. Y., in 1873. He is, at the time of this writing, engaged in building a street motor which he has perfected. It is a car run by steam and water stored in pipes connected with a small fire-box charged with incandescent coal.

George Henry, b. in Boston, Sept. 16, 1848, a pattern-maker; mar. Jennie H. Glass, of New York, in 1872. Their children are: George Page, b. in New York City, Oct. 23, 1872. Florence Amelia, b. in New York City, July 19, 1875. The last child of Charles F. and Abigail Thomas was Amelia Russell, b. in Taunton, Mass., Nov. 26, 1851; d. Feb. 27, 1853. Charles Frederic, Sr., mar. 2ndly, Hannah Sophia Anderson, of Sweden, Oct. 20, 1887, by whom he has one child, Etta Amelia, b. June 25, 1889. 6. Daniel Briggs, b. Oct. 19, 1819; d. Jan. 31, 1820. 7. Mary Foster, b. Jan. 10, 1821; mar. Charles Andrew Foster, a portrait-painter, June 3, 1841; he d. July 18, 1886, in Kingston. Their children were: Julia Maria, mar. first, William Burns; second, Frederick Durshee. Charles Byron, mar. first, Hattie Watson; second, Elizabeth Terrill. Mary Kate, mar. John Clarence. Nora, mar. E. Edward Marden. Inez, mar. John Reed. 8. William Knapp, now of Brooklyn, N. Y., b. Jan. 13, 1823, an accomplished mechanical engineer; mar. Feb. 29, 1844, Mary Frances Brown, of Boston. They have had children: Fannie, b. Nov. 20, 1844, in So. Boston, Mass., and Ida Cowles, b. July 13, 1852, at Montgomery, Ala. Fannie mar. Frederick B. Bassett, of Brooklyn, N. Y., Dec. 13, 1865. Their children are: Julius William, b. Oct. 6, 1866, now residing in Brooklyn, N. Y. Frederick Brewster, b. Jan. 4, 1869, now (1889) a naval cadet, U. S. Navy, and at present on U. S. S. "Richmond," at Montevideo, Uruguay. Ida Cowles, mar. Rollin B. Fisher, of Boston, Dec. 13, 1876. They have children: Fannie, b. Dec. 13, 1877. Ida May, b. June 6, 1879. Rollin B., b. Nov. 10, 1883. R. Thomas, b. Dec. 3, 1887, all of whom were b. in Boston. 9. George Henry Augustus Theodore, b. Feb. 7, 1825. Served his time with Isaac and Seth Adams, in Boston. Later he went to Cuba, where he was consulting engineer of sugar estates. He d. on the estate of Los Dos Herminoson, July 25, 1857, aged thirty-two years, from the effects of an accident, a column of a steam engine falling on his back. 10. Adaline Smith, b. June 7, 1827; mar. Henry Brown, of Roxbury, Mass., June 15, 1845. She d. in Roxbury, Nov. 10, 1854. He d. in May, 1889. Their children were: Henry, who d. in infancy. Charlotte, mar. Charles M. Ford, of Chicago, and they have two boys, Harry and Eddie. 11. Julia Parris, 2nd, b. May 16, 1831; mar. George Loring Brown, the Boston artist, April 28, 1861. They had no children. She is now living in Malden, Mass. He d. June 25, 1889, aged seventy-five years. 12.

Helen Louisa, b. Aug. 26, 1833, was the twelfth and last child of George and Maria West Thomas. She d. Oct. 7, 1835. V.

*Christopher Thomas*

b. Aug. 4, 1767, is described, in a passport issued in 1803, when he was thirty-six years of age, as

follows: "Color, fair; height, six feet; mark, top of right arm; eyes, gray; nose, large; mouth, small; chin, long; hair, light brown." He mar. July 15, 1784, Huldah Dwelley; their dau. mar. Thomas Barstow. Children: 1. Mary, mar. J. Parkhurst, of New Bedford. 2. Julia, mar. Phillip Smith, of New Bedford. 3. George Barker, d. young. 4. Rebecca Barstow, d. young. 5. Lydia Shaw, d. aged sixteen. 6. Elizabeth D., d. young. 7. Elizabeth D., 2nd, mar. Capt. Stephen M. Potter, and now lives at 479 County street, New Bedford. VI. RUTH THOMAS, b. April 12, 1769, mar. twice; first, Dr. Charles Turner. Their children were: Charles, Jr., b. June 8, 1789, educated at Cambridge, and d. March 12, 1812; and John Phillips, b. Sept. 12, 1792; went to Coals Mouth, Kanawha Co., West Virginia. Ruth mar. second, Jabez Morse, of Pembroke, and they had one dau. Ruth, who mar. ——— Bacon, and now resides at 4 Weld Avenue, Boston. VII. JOHN THOMAS, b. 1773; probably followed the sea. VIII. WILLIAM THOMAS, b. 1775, d. Oct. 12, 1802, aged twenty-seven years.

*Ichabod Thomas, Sr.*, the shipbuilder, was appointed a captain in 1765 by Governor Francis Bernard, of a troop of horse under Col. Thomas Clap, 2nd reg't, 1st brigade, 5th division of Plymouth Militia.

*Ichabod, Jr.*, the shipbuilder, b. Oct. 23, 1761, the oldest child of Ichabod, d. Nov. 11, 1859, aged 98 years, 17 days. He mar. Polly Thomas, a descendant of the Hanson family, Nov. 14, 1784, the ceremony being performed by the same minister who officiated at his father's marriage, Rev. Thomas Smith. Polly Thomas d. April 10, 1840, aged 80 years. They had six children, three died in infancy, one boy lived to be 13, and two dau's. lived to grow up and marry. 1st, MERCY LITTLE mar. Cushing Otis Briggs of Scituate and had children: 1. Charles Cushing, 2. William Thomas, 3. Hannah Barker, 4. James Edwin, 5. Harrison Otis, 6. Mary Thomas, 7. Lloyd, 8. Franklin, (see Briggs and Fox Hill Yards for the descendants.

of this family). 2nd, MARY, mar. Joshua Perry of Hanson, and died without issue. Capt. Ichabod, Jr., was an intelligent reader; he had a good knowledge of geography, with locality large, and his brothers who were the sailors said he knew more about foreign ports and places than they did. He was a lover of history and read the newspapers until a short time before his death. He always had a steady hand and shaved himself on his last birthday. He was a master shipbuilder, and at different times was a partner with his uncle, Calvin Turner, with Elisha Briggs and William Cushing. Later he and his wife resided with their dau., Mrs. Perry, in Brooks, Maine, and afterwards at their home in Hanson, his wife for 20 years and he for 40. He was fond of relating anecdotes, especially one about Mr. Cobb of Kingston. When Mr. Cobb was 100 years old he sent to Plymouth for a certain minister to preach the century sermon. Mr. Willis his minister at Kingston did not like it and so expressed himself. Mr. Cobb to pacify him told him that he should preach the next century sermon. Mr. Thomas used always to add that if *he* should live to be 100 he should like to have his grandson (Rev. William Thomas Briggs,) who was a minister, settled in Princeton, Mass. at that time, preach his century sermon.

Ichabod Thomas, Jr., was in 1791 appointed Ensign by Governor John Hancock in a company of the 2nd regiment, 1st brigade, 5th division of the Massachusetts Militia, comprehending the Counties of Plymouth, Barnstable, Bristol, Dukes and Nantucket. In 1795 he was appointed Lieutenant of the said company by Governor Samuel Adams, and appointed by Governor Caleb Strong, Captain in 1802. The muster roll of Capt. Thomas's company for the year 1804 contains the names of three commissioned officers, four sergeants and musicians, and fifty six men, including the names of Turner, Taylor, Barstow, Magoun, Keen, Briggs, Bates, Hatch and others. On the first Tuesday in May in each year this company was called together for inspection. Captain Thomas' resignation was accepted and he was honorably discharged at his own request, March 1, 1807.

William Thomas succeeded to the home of his father Nathan Thomas, and mar. Mary Hill, dau. of Abraham Hill of Malden. Their children were: 1. William, b. Sept. 21, 1747; 2. Mary, b. Feb. 17, 1749; 3. Nathan, b. Jun. 18, 1751, d. Dec. 15, 1751; 4. Sarah, b. Jan. 21, (New Style), 1753, mar. Thomas Baker, and



CAPT. ICHABOD THOMAS, JR.



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she died Jan. 6, 1822. The mother died 16 March, 1753, (New Style) aged 24 yrs, 10 mos, 15 days. Capt. Wm. mar. 2ndly, Abiah Thomas, March 11, 1754, they had: 1. Deborah, b. May 28th, 1755; 2. Luther, b. Jan. 25, 1757; 3. Jesse, b. Feb. 5, 1760; 4. Alice, and 5. Abiah, twins, b. July 6, 1762. Alice d. July 8, 1763, Abiah d. Sept. 18, 1768.

William Thomas, eldest son of Capt. Wm. Thomas, mar. Abigail Sherman April 12, ———. They had 1. Mary Hill, mar. Abijah Watorman; 2. Abigail Chapman.

Israel Thomas, 6th and youngest son of the Ancestor John, and Sarah Pitney, mar. Bethiah Sherman, Feb. 23, 1698. He died Jan. 29, 1755, in the 85th year of his age. She died in 1728, aged 50. Children: 1. Gershom, b. April 17, 1699, mar. Mercy Hewit; 2. Joseph, b. Jan. 4, 1702, d. single; 3. Amos, b. Oct. 2, 1703, mar. Ruth, dau. of Joseph White and moved to Lebanon, Conn; 4. Bethiah, b. 1705, mar. Israel Hatch Oct. 27, 1725; 5. Keziah, b. Jan. 13, 1708, mar. John Dingley, Nov. 17, 1730; 6. Abigail, b. April 5, 1710, mar. Thomas Waterman, Jan. 25, 1732; 7. Nehemiah, b. July, 26, 1712, mar. Abiah, dau. of Nathaniel Winslow; 8. Sybil, b. Jan. 6, 1714, mar. John Tilden of Hanover, Dec. 2, 1742; 9. Jane, b. Dec. 31, 1718, mar. Thomas Ford, Jan., 1739-40; 10. Deborah, b. April 28, 1719, mar. Jabez Washburn of Kingston, Oct. 4, 1751.

Nehemiah Thomas, son of Dea. Israel, b. July 26, 1712, mar. Abiah Winslow, dau. of Nathaniel and Deborah Barstow Bryant Winslow, widow of John Bryant, b. Dec. 9, 1741. Dea. Nehemiah d. May 30, 1782, aged 70. Abiah, wid. of Nehemiah, d. Aug. 7, 1809. They had children: 1. Elithia, b. May 1, 1742, mar. Joseph Drew of Duxbury; 2. Abigail, b. March 12, 1743, mar. Briggs Thomas, son of Col. Anthony Thomas; 3. Ruth, b. Aug. 3, 1746, died young; 4. Nehemiah, b. Jan. 3, 1748; 5. Nathaniel, b. Oct. 1, 1750, died unmarried; 6. Olive, b. Dec. 28, 1752, mar. Joshua Winsor, Duxbury; 7. Ruth 2nd, b. June 14, 1755, 2nd wife of Joshua Winsor; 8. Lucy, b. Nov. 27, 1757, died unmarried, aged 30; 9. Hannah, b. July 22, 1760, mar. Judah Thomas; 10. Winslow, b. July 21, 1763, mar. Abigail Delano; 11. Nehemiah 2nd, b. Feb. 3, 1766, mar. Hannah Otis of Scituate, at which place he settled in the ministry; 12. Charles, b. Feb. 6, 1768, mar. Saba Ever-son of Kingston.

James Thomas, 4th son of the ancestor John, and Sarah Pitney, settled in Duxbury, near Marshfield; mar. Mary——. They had: 1. Mary, b. Sept. 27, 1693; 2. James, b. Feb. 10, 1696; 3. Hannah, b. Aug. 30, 1698, mar. Wrestling Brewster of Kingston, 1722; 4. John, b. Nov. 4, 1700, mar. Hannah Spofford and settled in Lebanon, Conn; 5. Ebenezer, b. Sept. 30, 1703, mar. and settled in Norwich, Conn.; 6. Ezekiel, b. Sept. 29, 1706, mar. and moved to Lebanon, Conn.

Capt. James mar. Deborah, dau. of John and Jane Hatch Sherman, Feb. 12, 1715, and d. Jan 16, 1758, aged 54. Deborah, his widow, d. Feb. 5, 1774, aged 84. They had chil.: 1. Abiah, b. March 25, 1720, mar. Capt. William Thomas of Marshfield; 2. Deborah, b. May, 7, 1722, d. July 19, 1747, aged 25 yrs., 2 mos.; 3. James, b. Feb. 1, 1726, mar. Priscilla Winslow. They are ancestors of Hon. B. W. Harris of Bridgewater; 4. Jesse, b. Sept. 10, 1728, a merchant and surveyor, d. of consumption, while waiting at Meduncook, Me. for a passage home. He was a man of much property.

Ebenezer Thomas, of Norwich, Conn., 5th child of Jas. and Mary, mar. for his first wife Hannah Haskins, March 7, 1735. She died July, 1747. They had chil.: 1. Hannah, b. Sept. 3, 1733; 2. Ebenezer, b. Oct. 6, 1734, probably d. early; 3. Mary, b. March 9, 1735; 4. Lucretia, b. Sept. 5, 1738; 5. Abigail, b. Sept. 8, 1740; 6. Ebenezer, b. Feb. 28, 1742-3; 7. Elizabeth, b. July 2, 1747, d. 1799. Ebenezer Thomas mar. 2ndly Deborah Hyde. They had chil.: 1. Deborah, b. Oct. 10, 1749, mar. Captain Frederic Tracy; 2. Charissa, b. Dec. 13, 1753, d. Aug. 21, 1758; 3. Simeon, b. Dec. 13, 1753, mar. Miss Deshon of New London, parents of Edward Thomas of Augusta, Ga., b. 1793. Thomas Langrel, the youngest son of Ebenezer and Deborah Hyde Thomas, b. Aug. 1, 1757, left no sons. Henry Thomas, father of Caroline Thomas of Norwich, Conn., was son of Ebenezer, b. 1742-3.

Ezekiel Thomas of Lebanon, Conn., 7th child of Jas. and Mary, mar. Sarah Trumbull, Feb. 25, 1735-36. They had chil.: 1. Ezekiel, b. Dec. 15, 1736, d. May 8, 1737. Sarah, the mother, d. Dec. 18, 1736. Ezekiel mar. 2ndly, Ann Haskins, 1740. They had chil.: 1. Sarah, b. Aug. 4, 1741. 2. Ezekiel, b. Feb. 1743; 3. Ann, b. Feb. 20, 1744; 4. Sybil, b. March 8, 1747; 5. Lord, b. Aug. 29, 1748; 6. Jethaniah, b. July 1, 1750; 7. Daniel, b. May 5, 1753; 8. Josiah, b.

Oct. 17, 1755; 9. John, b. May 29, 1757; 10. Mabel, b. March 4, 1759; 11. Josiah, b. Sept. 17, 1762; 12. Jesse, b. Aug. 21, 1764.

To return to the ancestor John :—the following is taken from an address delivered by the late Marcia Thomas, on the occasion of the re-union of the Thomas family at the old homestead in Marshfield, Sat., June 15, 1872, and the presentation of a statue by Stephen M. Allen, Esq. of Boston.

"All of the descendants of John Thomas and Sarah Pitney, who were among the first settlers of Marshfield, and were married Dec. 21, 1648, occupying the farm adjoining the Daniel Webster place, now the residence of the family of Miss Adelaide Phillips, were invited to take an interest and part at the family gathering and memorial services at the old homestead spot to-day; complimentary to the members of the Thomas family, as well as a tribute of respect to Miss Phillips, whose kindness and hospitality so many of the descendants of the Thomas family have had occasion to acknowledge during the last twelve years, on visiting the old homestead.

"The memorial presented is a metallic female figure, (a Grecian nymph,) two-thirds size of life, which is to stand near the street upon the edge of the old cellar, looking down upon the ruin. She holds in her elevated left hand an inverted water-urn, or vase, and in her right, which also clasps the drapery of her dress, a wreath. The design idealizes the return to earth of the ancestress, to visit the homestead, bringing a wreath of flowers and laurel for the fair songstress, now resident there. The attitude is the chosen moment when the nymph steps upon the mound of rock and earth, and seems lost in wonder at the changed appearance of the ancestral home, and inadvertently raises the hand which contains the urn, pouring out the water upon the ground, still clasping the wreath. The statue is one of rare grace, delicacy, and beauty, and was cast in Germany. Of that woman who stands at the head of our line in this country we have much to say, and the heart warms in the consciousness that where we now stand, she has often stood before: that on this beautiful landscape, which entrances our own eyes and heart, she has often gazed with all the fervor of romance and all the enthusiasm of love which we can know or feel. Her emotional life must have been deeper than ours, for here, at her bridal home, were entertained, with perhaps the highest domes-

tic joys around her fireside, shades of constant fear. Here, in her day, the altar and the hearthstone were never free from the threatenings of savage treachery. Sarah Pitney was a heroic woman, and her life bore out that character to the day of her death. Her infantile years were passed on the banks of the river Orwell, in Old England. Two hundred and thirty-seven years ago (April, 1872,) she left her transatlantic home and embarked with her mother and baby brother at the port of London, in the ship "Planter," Capt. Frazier, for the plantations of New England. Her father, James Pitney, had preceded them, and secured for their reception, a humble home in this vicinity amid the honored Pilgrims of Plymouth Colony. He was one of the guard, who watched for the beacon fires to be lighted on yonder western hilltop, in case of an alarm from the Indian enemy. He carried his arms to their thatched-roof place of worship, and retired to rest, un-divested of his daily garments, with his rifle by his bedside, that he might be able to render assistance to the colonists according to need. Their fears of attack from the foe, though constant, were never realized. The people around were never carried into captivity nor their dwellings destroyed. The protecting care of their Heavenly Parent encircled their settlements. The Governor of the colony, Edward Winslow, dwelt near them at Careswell, whom the red men of the forest esteemed as their friend. This neighborhood was called Green Harbor, and the beautiful river bearing the same name, that ebbed and flowed unimpeded through its verdant marsh lands, diffused health and healing from the flowing of its saline waters. Truly their lines had fallen to them in pleasant places. When she attained the age of twelve years, five of which she had spent in the colony, the sweet name of Green Harbor was changed to Marshfield—the place at that date being incorporated as a township. At twenty, she was united in marriage to John Thomas, who crossed the Atlantic the same season as herself, in the ship "Hopewell" from London, commanded by Capt. Babb. He was seven years her senior, and had been reared with care by Gov. Edward Winslow, at Careswell. Their marriage was the third entered on the records of the township. They settled on this homestead, which had been given by the Governor to the town for the better accommodation of a neighborhood, and for furnishing such additions to their society as would benefit them in religious affairs—no one to receive the gift without his approval. It was first bestowed on Robert Carver, brother to

the first Governor of the colony, who, after the lapse of five years, with the approbation of Mr. Winslow, transferred it to John Thomas, and the former removed to another grant, where his descendants yet reside. This neighborhood was one of the most favored in the colony. The domains of Mr. Winslow and Mr. Wm. Thomas, another of its founders, were extensive. On this spot, midway between their fortified mansion-houses, she reared her family, numbering six sons and two daughters. Her eldest daughter, Elizabeth, deceased in early womanhood. Her other daughter, Sarah, married Benj. Phillips of this place; one of her sons, Ephraim, removed to Providence Plantation; her other five settled in this section of the old colony, mostly on lands granted from time to time to their father. They all left a fair record on the pages of history, and their descendants can now be counted by thousands, scattered from the Atlantic to the Pacific coast. Her days were passed amid stirring, and to us, historic scenes, too numerous to name. Courts for magistracy and councils of war were holden at Careswell. After the lamented decease at sea of Gov. Edward Winslow, in 1656, his son Josiah presided at the family mansion. He became the first native-born Governor of the colony, and chief commander of its military forces. His useful life was closed in 1680, at the age of fifty two. Philip's war, as it was termed, was far more alarming to the settlers of this reign than previous difficulties with the native tribes; but Careswell was fortified, and here, with the younger children of her household, she doubtless found a retreat of measurable safety under the protecting arm of the colony and the invulnerable Standish."

Capt. Ichabod Thomas, after his marriage with Ruth Turner, the daughter of his instructor, Capt. Benj., left his native town, and settled on an estate in Pembroke, purchased of James Randall, as the following extracts from a deed prove :

"To all to whom these presents shall come, greeting, &c. : Know ye that James Randall of Pembroke in the County of Plimouth in New Eng. Blacksmith, for and in consideration of the sum of One hundred and Eight pounds in Lawful Money of New Eng. to me in hand paid by *Ichabod Thomas* of the town, etc. afores'd, *Shipwright*, the rec'pt whereof I do hereby acknowledge and myself satisfied content, etc. Have given, granted, etc. unto him the s'd Ichabod Thomas, his heirs, and assigns forever a certain farm or tract of land with the buildings and fencing thereon, standing and belonging, etc. in ye township of Pembroke afores'd, containing by estimation  $21\frac{1}{2}$  acres more or less, bounded as follows : — Beginning at a large Rock lying on the South side of the county road near

where the house stood, formerly belonging to old Lev. Barker, now Isaac Taylor's, from thence is bounded by s'd roade to the land of David Magoun, and thence westerly by s'd Magoun's land to the land of Col. James Otis, Esqr.—taken by virtue of an Execution s'd Otis had against s'd Randall, and thence southerly by s'd Otis' land to the land I sold to Capt. Benjamin Turner, and thence easterly by said Turner's land to said County road, thence northerly by s'd county road unto the s'd great Rock, the bounds first mentioned, except and always reserving the way which formerly belonged to Abraham Booth, from the County road to his land. To have and to hold, etc. In witness whereof I have hereunto set my hand and Seal this twenty-ninth day of January, Anno Domini, 1761.

JAMES RANDALL [*Seal.*]

Signed, Sealed and delivered in presence of

Elisha Barker.

Benj<sup>n</sup>. Turner.

This farm is now owned and occupied by Wm. H. H. Collamore, Esq.

Capt. Ichabod Thomas, *Senior*, built at the Brick-Kilns from about 1764 to 1787–88. The first vessel that was built at this yard, whose name has been ascertained, was the brig "NORFOLK," built by Ichabod Thomas, at North River, in 1765. The next vessel of which any account has been found was built the same year, 1765, the ship "NEPTUNE," commanded by Capt. Nathan Coffin, to London, with a load of sperm oil. Coffin was captured upon a like voyage to London, and, when taken, the British Admiral said, "Capt. Coffin, you can join His Majesty's service, or go into irons." "Hang me, if you will, to your ship's yard-arm, but do not ask me to become a traitor to my country."\* Capt. Coffin was grandfather of Chas. H. Marshall, who established the famous "Black Ball" line of Packets between New York and Liverpool (so named because each vessel had a large black ball in the centre of the fore-top-sail). His first voyage was in 1804, in the ship "LIMA," built on North River. The "Lima" was condemned at Rio Janeiro, 1842.

The next vessel on record as having been built by Ichabod Thomas, was the "BEAVER," one of the tea-ships of Boston Harbor, from which the tea was thrown by the famous tea-party, Dec. 16, 1773. The following is taken from "Traits of the Boston Tea-party," by a Bostonian (B. B. Thatcher) :

\* See Bancroft, 9th vol., page 313.







THE BOSTONIANS PAYING THE EXCISE MAN, OR  
"TARRING AND FEATHERING."

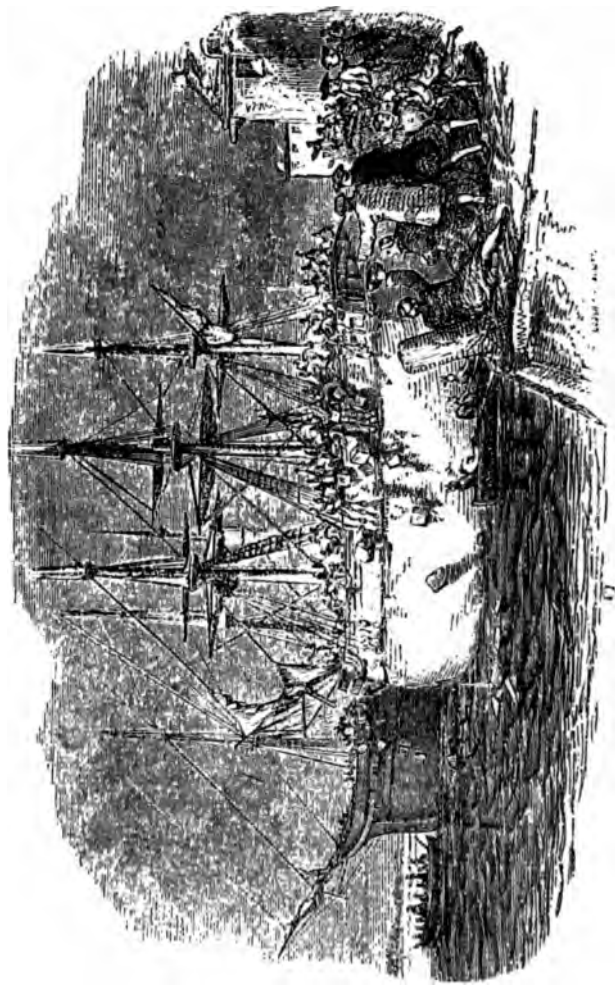
"The excitement occasioned by the arrival of the tea-ship 'Dartmouth' can be better imagined than described. The following notice was posted up all over Boston :—' Friends!—Brethren!—Countrymen!—that worst of plagues, the detested Tea, shipped for this Port by the East-India Company, is now arrived in this Harbour; the Hour of Destruction, or manly opposition to the Machinations of Tyranny, stares you in the Face; every Friend to his Country, to himself, and to Posterity, is now called upon to meet at *Faneuil Hall*, at nine o'clock, This Day, (at which time the Bells will ring,) to make a united and successful resistance to this last, worst and most destructive measure of administration. Boston, Nov. 29th, 1773.' Meetings were held in Faneuil Hall and the Old South Church, and it was resolved that 'the tea should not only be sent back, but no duty should be paid thereon.' Capt. Hall, and Mr. Francis Rotch, the owner of the 'Dartmouth,' were 'convented' and charged not to land the tea, at their peril. A watch of twenty-five persons, under command of Capt. Proctor, was appointed to prevent the landing of the tea in the night."

On Dec. 1, 1773, there arrived the ship "Eleanor," Capt. Jas. Bruce, with a portion of the tea, and about the same time there arrived the brig "Beaver," Capt. Hezekiah Coffin, with the rest of the tea. He was ordered to proceed to Griffin's Wharf, and discharge all of his cargo excepting the tea. On Dec. 16, there was held, in Faneuil Hall, the greatest meeting ever held in Boston up to that time, two thousand persons coming from the country, besides thousands from the city. Mr. Rotch reported that the Collector would not give him a clearance. He was then ordered upon his peril to get his ships ready for sea, and proceed directly to the Governor, then at Milton, and procure a pass for his ships to go by the Castle. Mr. Rotch returned at 5.45 P.M., and reported that the Governor would not grant the permit. The meeting lasted until well into the evening, which was bright moonlight. The following account is taken from the *Massachusetts Gazette* :

"Just before the dissolution of the meeting, a number of brave and resolute men, dressed in the Indian manner, approached near the door of the assembly, and gave the war-whoop, which rang through the house, and was answered by some in the galleries; but silence was commanded, and a peaceable deportment again enjoined till the dissolution. The Indians, as they were then called, repaired to the wharf where the ships lay that had the tea on board, and were followed by hundreds of people, to see the event of the transactions of those who made so grotesque an appearance. They, the Indians, immediately repaired on board Capt. Hall's ship, where they hoisted out the chests of tea, and, when on deck, stove the chests, and hove the tea overboard. Having cleared this ship, they proceeded to Capt. Bruce's, and then to *Capt. Coffin's brig*. They applied themselves so dexterously to the destruction of this commodity, that in the space of three

hours they broke up 342 chests, valued at £18,000, which was the whole number in those vessels, and discharged their contents into the dock. When the tide rose, it floated the broken chests, and the tea, inasmuch that the surface of the water was filled therewith a considerable way from the south part of the town to Dorchester Neck, and lodged on the shores. There was the greatest care taken to prevent the tea from being purloined by the populace. One or two being detected in endeavoring to pocket a small quantity, were stripped of their acquisitions, and very roughly handled. The town was very quiet during the whole evening and the night following. Those who were from the country went home, and the next day joy appeared in almost every countenance,—some on occasion of the destruction of the tea, others on account of the quietness with which it was effected. One of the Monday's papers says that the masters and owners are well pleased that the ships are thus cleared."

Some of the men were belated, and, not having time to get up a costume equal to their brethren, hurried to the nearest blacksmith's shop, smooched their faces, borrowed a blanket from some neighbor, thus concealing their clothing and identity, and proceeded to the ships, to join the rest of the tribe, shouting, as they went, "Hurrah for Griffin's Wharf!" "Boston Harbor a tea-pot this night!" etc. There were about one hundred to one hundred and fifty tea-throwers, and, before leaving the wharf, all were searched, and pockets and shoes emptied of the tea, that none of it should be landed. One of the tea-party, Archibald MacNeil, died in Scituate, Mass., Feb. 1, 1840, aged ninety years. The "Beaver" was built about the same time as the "Bedford." F. C. Sanford has an account of her voyage to London with a load of sperm oil, Dec., 1772, consigned to a man who did an immense business with Nantucket, Samuel Enderby, grandfather to Pacha Baker, who was murdered in Egypt a few years ago. The "Beaver" followed whaling from New Bedford for years. After the tea was thrown out of her, both she and the "Bedford," Capt. Robt. Meader, went upon the Brazil Banks, and filled with oil. While on the coast of Brazil, Capt. Hezekiah Coffin, of the "Beaver," allowed an exchange of Alex. Hay, one of his men, to come to Nantucket, and one of Capt. Meader's, from the ship "Bedford," by the name of Seymour, to go in the "Beaver," to London. Seymour wanted more of the ship's voyage than the agreement upon the Banks, so they had to send to Nantucket for Capt. Meader's affidavit, for Capt. Coffin having died, they could not settle his estate. F. C. Sanford has Capt. Meader's affidavit, dated Jan. 27, 1783, also the entry of the "Bedford," Nantucket, May 31, 1783, in the book kept by Geo. Gardiner, Esq., first U. S. Custom House officer appointed to Nantucket.



THROWING THE TEA FROM THE TEA SHIPS INTO BOSTON HARBOR.



In the spring of 1774, the "Bedford" returned to Nantucket, and the "Beaver" to England, where Capt. Hezekiah Coffin, of the "Beaver," died, and the ship was sold. The "Bedford" lay at Nantucket seven years, then loaded with four hundred and eighty-eight butts of oil, sailed for England, and hoisted the U. S. flag. Another "BEAVER" was built on North River in 1791. She went to the Pacific, and was afterwards sold in New York. The "Dartmouth," built at Dartmouth about 1767, was also a tea-ship; and after the tea was thrown into Boston Harbor, she came down to Nantucket, and in the following April, 1774, loaded oil and sailed for London. On her way back, she foundered, in November, and her crew were picked up by Shubael Coffin, Nantucket.

The next ship of Ichabod Thomas', of which there is any account, is the ship "HARMONY," built on North River previous to 1769, at which date F. C. Sanford has a voyage made by her. She belonged to Wm. Rotch. In company with the "Falkland," in 1790, she went from Dunkirk, France, to the Pacific Ocean, both sailing in November. They were the first that went into the Pacific, after the "Amelia." They filled with sperm oil, and both arrived in Dunkirk in Feb., 1792. They were at Callao, Peru, when the ship "Columbia," Capt. Gray, was there, on his way to the Northwest Coast. Mr. Rotch was induced to send these vessels to the Pacific, from information given him by Archelus Hammond, who arrived in London, September, 1790, in the ship "Amelia," (Capt Shield,) full of sperm oil. She belonged to Samuel Enderby, who did much business with Nantucket people. Hammond was a great whaler, and struck the first whale struck in the Pacific Ocean. He died in 1830, aged seventy-one years. F. C. Sanford writes, "I knew Hammond well. Sam Enderby was grandfather to the late Gen. Gordon, of Egyptian memory." The "LEO" was built on North River in 1774, went whaling, and was broken up in 1823, at Nantucket. The "Harmony" was in company with the ship "Leo" in 1796. On the Brazil Banks in 1796 a whale leaped out of the sea across the "Harmony's" deck and sunk her, the crew jumping from their berths, having barely time to get into their boats and escape aboard the "Leo." Abel Rawson was Captain of the "Harmony." This is the only case of the kind on record. The "FALKLAND," spoken of above, was built on North River in 1785, by Ichabod Thomas, and owned by Wm. Rotch. She

was finally sold to France, and, as a French privateer, did noble work in the English Channel, taking English ships. The next vessel was the ship "TAMA," built before the "Bedford." She was a London packet from Nantucket. Five Nantucket men were carried to Portsmouth in the sloop-of-war "Rattlesnake," with the news of Cornwallis' surrender, October, 1781. On arriving there, they were pressed into "Rodney's" ship, were taken to the West Indies, and fought in the great battle of the 12th of April, 1782, saving the West Indies from DeGrass.\* They returned to England, were paid off, and went round to London in a lugger, and there met the "Tama," Capt. Shulmel Coffin. They took passage, and arrived at Nantucket safe. The "Tama" went ashore on Long Island, coming from New York, in 1807, and went to pieces. The "SOMERSET," a North River ship, built at the Brick-Kilns, was under Alexander Coffin, and on her passage from London to Nantucket, during the Revolution, as a London packet, she was taken by Com. John Paul Jones, and badly handled. Capt. Coffin had despatches from Dr. Franklin to the Continental Congress, announcing the Treaty with France of that glorious alliance.† The papers were afterwards restored, by Com. Jones, to the Congress. Nantucket had fifteen London packets at that time. Alexander Coffin was a strong, splendid man. He moved to Hudson in 1784, and was a prominent man in that city, being Mayor twenty years. He died in 1839, aged ninety-seven years, eight months.

At no yard on North River were such a number of famous ships built. The name of Ichabod Thomas should certainly be perpetuated in the memorials of his town, for he, more than any other man, spread the renown of North River in foreign ports, and there appears no excuse for not having recorded, years ago, the history of the ship-building here, and the ships that became so famous, which were sent out from the then little town of Pembroke. Between 1775 and 1783 the fisheries produced but little. Nantucket was the only port which attempted to carry it on, and at the close of the war 134 vessels had fallen into the hands of the English and 15 had been lost at sea. This discouraged the merchants, and comparatively few vessels were built during these years. But before the dull season Ichabod

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\* See London Illustrated News, 1859.

† See Genealogical Journal.

Thomas built one more vessel, which became famous, and was the first vessel that carried the American Stars and Stripes into a British port. She caused such consternation on her arrival as probably no other vessel ever did before or has since.

This was the "BEDFORD." She was first rigged as a schooner, afterward changed to a brig, and finally rebuilt, raised upon, furnished with an additional deck, and rigged as a ship. After all these alterations, she measured only 170 or 180 tons. No portrait of her has been preserved. The original receipt of the last payment made by her owner, Wm. Rotch, to her builder, Ichabod Thomas, is in the possession of F. C. Sanford, Esq. The following is a copy:—

Nantucket, 11 mo. 13th. 1772.

Received of William Rotch Ninety Pounds, twelve shillings, 4 d., L. M. (lawful money), supposed to be in full for his building me a Brigantine, "*Bedford*," including Elisha Tolman's joining said vessel.

*Signed* "Ichabod Thomas."

The "Bedford" was first sent to Philadelphia, and arrived in Nantucket from Philadelphia, with a cargo of flour, under Capt. Thomas Bunker, when she registered at Nantucket. She sailed in 1776 for Brazil Banks and arrived home March 13, 1777, full of oil. The "Bedford" lay at Nantucket several years and in Sept., 1782, the "Maria" came new from Ichabod Thomas. She was not completed, and the old Quaker merchants had private information that a peace was coming, and as the "Maria" could not be despatched in time they hauled down the Bedford and sent her to London. She arrived Feb. 6, off Trinity, with the Stars and Stripes flying. Custom House officers had to apply to lower solicitors to know what to do with her. She entered, and that was the first U. S. flag ever displayed in Europe. Her appearance was thus chronicled by an English magazine of that day.

"The "Bedford," Capt. Mooers, belonging to Mass., arrived in the Downs on the 3rd of February, passed the Gravesend the 4th, and was reported at the Custom House, the 6th. inst. She was not allowed regular entry until some consultation had taken place between the Commissioners of the Customs and the Lords of the Council, on account of the many Acts of Parliament yet in force against the rebels in America. She is loaded with 488 butts of whale-oil, is American built, manned wholly by American sea-men, wears the rebel colors, and belongs to the Island of Nantucket in Massachusetts. This is the first vessel which has displayed the 13 rebellious stripes in any British Port. The vessel lies at Horsely Down, a little below the Tower and is intended immediately to return to New England."



It is related that one of the crew of the ship "Bedford," while she was lying in the Thames, was humpbacked. One day a British sailor met him, clapped his hand on the American's shoulder, and said "Hilloa, Jack, what have you got here?" "Bunker Hill, and be damned to you," replied the Yankee. "Will you mount?" The British sailor, calling to mind the experience of his next of kin, the British soldier, in mounting Bunker Hill in America, decided not to attempt it on the British Isle. Capt. Wm. Mooers, the master of the "Bedford," and afterwards master of the "Maria," is traditionally reported as one of "nature's noblemen," and his prowess as a whalerman is familiar to all who have made themselves acquainted with that hazardous branch of our national enterprise. Erect and commanding in appearance, standing over six feet, and weighing more than two hundred pounds, he would have been a marked man in a thousand. He died in 1819, in France, where he was then doing business as agent of Wm. Rotch & Co. The first publication of the terms of the treaty was Jan. 28, 1783, in a postscript of the London papers, about a week before the arrival of the "Bedford." The King's proclamation was not published until the 15th of February, twelve days after her arrival. The news was first received in Boston, April 23rd, but the treaty was not signed until September. It is, therefore, no wonder that when the master of the "Bedford" appeared and demanded to enter his vessel at the Custom House, with her cargo of oil, coming from a country and people who were still considered rebels, his appearance created astonishment. In general, the proof in full of vessels having been built at the different yards on North River has not been given, as it would take too much space, but where it is stated that vessels were built at *certain* yards, proof positive has been found of the fact, as in the case of the "Bedford." Besides the receipt from Ichabod Thomas, now in existence, there is additional proof in the form of a letter, of which the following is a copy, written by Wm. Rotch, Jr., one of her owners, and dated at New Bedford, 8th mo., 3rd, 1842:

"DEAR FRIEND:

In my reply to thy letter of the 21st ult., received last evening, according to the best of my recollection, my father had a vessel built by *Ichabod Thomas, at North River*, just before the Revolution, for himself and Champion & Dickason, of London, for the London trade. After the war commenced, she laid at Nantucket several years, until a license was procured for her to go to London with a





**SHIP "MARIA."**

**Built by Ichabod Thomas at the Brick-kilns, in 1782.**

cargo of oil, Timothy Folger, commander. Several gentlemen from Boston took passage in her, among whom were the late Governor Winthrop, Thomas K. Jones, ——— Hutchinson, and some others whose names I do not recollect.

We sent the sloop "SPEEDWELL" (also built by Ichabod Thomas) to Aux Cayes, St. Domingo. She was taken and carried into Jamaica, but her Captain was released one day after. By the treaty, the war ceased in that latitude, and she was released when she showed the first United States flag there. On her return home, everything was very low by the return of peace. We put on board two hundred boxes of candles, and with William Johnson (whose widow, I learned, lives at Quassi,) as supercarpo, sent her to Quebec, where her's was the first United States flag exhibited.

Should thee wish any further information within my recollection, I will freely communicate it.

I am, with love to thy wife,  
Thy affectionate friend,  
WM. ROTCH, JR."

What finally became of the "Bedford" I have been unable to ascertain. To Ichabod Thomas, also, must be given the credit of building the vessel which, as far as any record is preserved, was in the service longer than any other vessel built on North River.

This was the "MARIA," built in 1782, and broken up in 1872, at Vancouver's Island, after *sailing for ninety years*, during which time she touched at nearly every seaport of the globe. She was at Falkland Islands in 1785; Greenland, 1788, as high as 79° N. in the ice on June 22nd. Her career would make a romantic book. She was built at Pembroke for a privateer, but never used as such. When finished, she was purchased by Mr. Rotch, for a merchant vessel, and brought by Capt. Wm. Mooers to Nantucket, previous to his sailing thence in the "Bedford." On his return from that voyage, he took the "Maria" to London with a cargo of oil; and on a subsequent passage, he made in her the voyage from Nantucket to Dover in twenty-one days. She sailed from Nantucket for London, July 4, 1785. Her owners, William and Benjamin Rotch, the father and brother of Wm. Rotch, Jr., were on board as passengers, going to establish the whale fishery from an English port. It is narrated that, on the passage, Mr. Rotch, during a storm, became alarmed, and, venturing part way out of the cabin gangway, said, "Capt. Mooers, it would be more conducive to our safety for thee to take in some sail; thee had better do so." To which Capt. Mooers replied, "Mr. Rotch,

I have the deck, you have the cabin." He could not brook dictation, even from his owner. The "Maria" was lying at Nantucket when the "Bedford" was at anchor in the Downs. Mary Thomas, afterward Mrs. Joshua Perry, granddaughter of Ichabod Thomas, wrote, many years ago, the following: "My grandfather, Ichabod Thomas, built the ship 'Maria' during the Revolution. After many years being out of repair, Mr. William Rotch who bought her, told his son-in-law, Samuel Rodman, he would give it to him. He said he would not accept it. Mr. Rotch said it was built by his old friend, Ichabod Thomas, and must be repaired. He repaired it, and then asked his son-in-law to accept it; and he did." After her voyage to London, the "Maria" was employed in the whale fishery, and for fifty or sixty years was owned by Samuel Rodman of New Bedford, and his descendants. It is said there stood to her credit, in 1859, \$250,000; and she had been of expense to her underwriters but once, and then only for a trifling amount. She made five voyages to the Pacific within the short space of six years, returning each time with a full cargo of oil, 1215 barrels. She concluded her first whaling voyage on the 26th of September, 1795. In her seventy-seventh year, she arrived at New Bedford from a three years' cruise in the Indian Ocean. "She was," says the *Standard* of that date, "built at the town of Pembroke, for a privateer, during the Revolutionary War. Her flag is now in existence, though in shreds. Her model is of old French construction, tumbling home, or rounding very much, in her top sides, and she is consequently very narrow on deck in proportion to her size, 202 tons." She sailed from New Bedford on her twenty-seventh and last whaling voyage under our flag, on the 29th of September, 1859. On these voyages, she is credited with having taken 24,419 barrels of sperm, and 134 barrels of whale oil. In 1856, Mr. Harditch, of Fairhaven, who, sixty-four years before, had assisted in making her a suit of sails, was again employed in the same service for her. Feb. 24, 1863, she was repaired and sold at Talcahuana, Chili, under the name of "*Maria Pacheco*," and, under the Chilean flag, probably to avoid the risk of her capture by rebel cruisers, continued sailing in the Pacific until 1870. Her purchasers, Messrs. Burton & Trumbull, of Talcahuana, employed her in the coal trade. July 1, 1866, she was fitted out for Talcahuana, on a whaling voyage, under command of David Briggs, of Dartmouth, Mass. At the time of her loss she was in such good condition that she bade fair to outlast her



*L. Poter*



century. The flag she first wore is said to be in existence in New Bedford. The "Maria," then owned in Chili, was condemned at Vancouver's Island in 1872. Francis Rotch died in New Bedford, 1822. He was brother of Wm. Rotch. "Wm. Rotch was born in 1734, and was the greatest merchant that ever lived." (Sanford.)

I have been unable to obtain definite information as to any of the other vessels built by Ichabod Thomas, Sr., between 1782 and 1788; but the following were built in Pembroke, and probably at the Brick Kiln Yard:

1782. Sloop "SALEM PACKET," 42 tons, of Ipswich. 1783. Sch. "DOLPHUS," 32 tons, of Boston. 1783. Sloop "DIANA," 51 tons, owned by Samuel and Amos Jones, and Ruth Eales, of Scituate. 1784. Brig't'n "CADET," 100 tons, of Boston. 1784. Sch. "HOPE," 55 tons, of Boston. 1786. Sloop "MARY," 22 tons. 1786. Sch. "JOHN," 60 tons, of Boston. 1786. Sch. "MARS," 53 tons, of Wellfleet. 1786. Sch. "NAUTILUS," 60 tons, of Boston. 1787. Sch. "PEG-GY," 37 tons; owner, John Soule, Marshfield. 1787. Sch. "AARON," 43 tons, owned by John Soule and John White, of Marshfield. 1787. Sloop "NANCY," 41 tons. This sloop was in existence in 1842, then *fifty-five years old*, and was owned by John Reed, of Boothbay, Me. Mr. Thomas died in 1788, comparatively young, and was buried in the Thomas burial-lot in Pembroke, opposite Dr. Francis Collamore's. The following is copied from the headstone:

"Erected in memory of  
CAPT. ICHABOD THOMAS,  
Who was removed by death, March 2, 1788,  
In the 55th year of his age.

"The sweet remembrance of the just,  
Shall flourish while he sleeps in death."

Another stone has —

"Wm. Thomas died in 1802, age 27 years."

Capt. Ichabod Thomas, son of Capt. Ichabod, lived in the same house that his father occupied, and worked in the ship-yard until he had passed three-score years. In July, 1820, his wife Polly Thomas, wrote to her daughter in Maine, Mrs. Joshua Perry: "Your pa is at work at the Yard every day, and enjoys his health." The record of his decease appears on a stone



174 VESSELS BUILT BY CAPT. THOMAS AND CALVIN TURNER.

in the Pembroke Cemetery, where he lies buried in the same lot as his father :

"Capt. Ichabod Thomas, Died Nov. 11, 1859, in the 99th year of his age."

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The first vessel of which there is positive proof of having been built by Ichabod, Jr., was the Sch. "DOLPHIN," 49 tons, built in 1799, at Pembroke. She was commanded by Capt. Prince Howes, and was engaged in trading. About 1812, she brought corn from Virginia in the winter, and in the summer went fishing. During the war with England, and while under the command of Capt. Elisha Howes, she was captured by the British fleet off Penobscot River, Me. They took her crew out, and towed her off awhile ; but, being in ballast, and of not much value, they gave her up. Capt. Prince Howes' son made one voyage in her to the Straits of Belle Isle.

Between 1788 and 1805, Calvin Turner, uncle of Ichabod Thomas, Jr., built next to him, in the same yard, the following, among other vessels : 1802. Sch. "TWO FRIENDS," 89 tons, of Portland, Calvin Turner, master carpenter ; built at Pembroke. 1803. Sloop "FAIR PLAY," 50 tons, of Duxbury, afterwards of Saulisbury, Calvin Turner, Jr., master carpenter ; built at Pembroke. 1805. Brig "ALMIRA," 178 tons, of Boston, Calvin Turner, master carpenter ; Pembroke. 1807. Sch. "FAME," 83 tons, of Boston. This vessel was built by Calvin Turner, at Pembroke, and was captured and burnt by the French, in 1811. The following vessels, built in Pembroke between 1788 and 1805, were probably built by them and Alden Briggs : 1788. Sch. "HANNAH," 45 tons, of Plymouth. 1789. Brig't'n "MARY ANN," 78 tons, of Boston. 1790. Sloop "SALLY," owned by Seth Hatch, Pembroke. 1791. Brig "POLLY," 131 tons, of Boston. 1792. Sch. "UNION," 42 tons, of Boston. 1793. Sloop "LYDIA," 100 tons, of Boothbay, Me. 1794. Sloop "DOLPHIN," 78 tons, of Boston ; built at Pembroke ; owned by Robert Barker and Alden Briggs of Pembroke, Lemuel Church and Stephen Stockbridge of Scituate, and others. 1795. Ship "SARAH," 310 tons, of New Bedford, afterwards of Boston. 1796. Brig, afterwards Ship, "ALEXANDER," 133 tons, of Boston. 1797. Sch. "OLIVE," 70 tons, of Duxbury. 1800. Sch. "WASHINGTON," 107 tons, of Boston. 1800. Brig't'n "TRITON,"

VESSELS BUILT BY ICHABOD THOMAS AND CALVIN TURNER. 175

170 tons, of Boston. 1803. Sch. "LAUREL," 69 tons, of Duxbury. 1804. Ship "ARCTURUS," 300 tons, of Duxbury. 1805. Sch. "HANNAIL," 50 tons, of Plymouth. Calvin Turner was brother of Joshua and son of Capt. Benjamin. Calvin had a son,

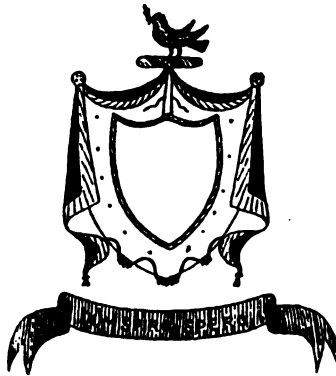
*Calvin Turner*

a ship-builder, who went to Med-

ford; also a son David, a ship-builder, who lived on the Briggs farm, on the Neck, in Pembroke, and who afterwards moved to Duxbury, where he died, leaving a family. Previous to 1805, Calvin Turner formed a partnership with his nephew, Ichabod Thomas, and built one vessel at the Brick Kiln during the latter year. 1805. Brig "ONLY SON," 170 tons, Ebenezer Nickerson, of Provincetown; owner, Calvin Turner; Ichabod Thomas, master carpenters; built at Pembroke. They gave up building here about this time, and built in Hanover together, and also with Wm. Cushing.\* The history of the successors of the Thomases, at the Brick Kiln Yard is given in the following chapter.

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\* See Chapter Miscellaneous Yards, under Hanover.



THOMAS COAT OF ARMS.

## CHAPTER XI.

### BRICK-KILN YARD, (Continued). 1796-1848.

WILLIAM LEWIS, ALDEN BRIGGS, ELISHA BRIGGS, JONATHAN SAMSON, SAMUEL ROGERS, ISAAC HATCH, LUTHER BRIGGS, AARON S. MAGOUN, JR., ENOCH MAGOUN, JOSHUA MAGOUN, JEDUTHAN PALMER, BARKER TURNER, CALEB TURNER, CUSHING O. BRIGGS, SILVANUS SMITH, MELZAR S. TURNER.

WM. LEWIS, Alden and Elisha Briggs, Jonathan Sampson, Sam'l Rogers and Isaac Hatch built in Pembroke about 1796 and later. There were two yards at the Brick-kilns, and three or four vessels side by side on the stocks at the same time was not an unusual sight. Little can be found relative to Wm. Lewis. He probably came from the Marshfield family, as his name does not appear on the church or town records in Pembroke. There is little doubt that he was the Wm. Lewis of Marshfield belonging to the following family :

William Lewis, mar. Christiana White, had children : 1. Christiana, b. April 11, 1774 ; 2. *William*, b. Feb. 29, 1777, mar. Welthy Sampson ; 3. Catharine, b. March 9, 1779, d. Sept. 30, 1850 ; 4. Sarah, b. June 11, 1781, mar. ——— Randall ; 5. Daniel, b. May 5, 1784 ; 6. James Hawkes, b. May 1, 1786 ; 7. Samuel, b. May 4, 1788 ; 8. Jesse, b. Aug. 14, 1790 ; 9. Elizabeth, b. June 24, 1795, d. May, 1874. Daniel Lewis, mar. Mercy Winslow, Jan. 21, 1768, no family ; he died Feb. 20, 1829, aged 87 years ; his wife d. Dec. 15, 1822, in her 82nd year. Taken from a family Bible supposed to have once been the property of Joseph Lewis, of Hingham, a graduate of Harvard College, 1705, and probably disposed of by his descendants, to Nath. Winslow of Marshfield.

Joseph and Sarah Lewis' children were: 1. Sarah, b. Dec. 15, 1703; 2. Joseph, b. Oct. 1, 1705, died young; 3. Thomas, b. Sept. 20, 1707; 4. Paul, b. March 25, 1710; 5. James, b. Sept. 9, 1712; 6. Jonathan, b. Dec. 3, 1714; 7. Mary, b. Sept. 6, 1717; Sarah Lewis, the mother of these seven children, "was taken out of this world," Jan. 5, 1718. Joseph's children by a second marriage were: 1. Elizabeth, b. July 1, 1719; 2. George, b. July 23, 1721; 3. Hannah, b. July 24, 1723, d. Aug. 17, 1723; 4. Samuel, b. June 21, 1724, d. Oct. 28, 1725; 5. Jehiel, b. April 19, 1727, d. July; 6. Ebenezer, b. July 28, 1728; 7. Leab, b. Oct., 1730; 8. Hannah, b. Dec. 1734; 9. another name illegible, May 11, 1736, probably Joseph. There is one report that *Wm. Lewis* went to Plymouth, and built one vessel, and finally moved to Malta-poissett. Whether the following item from an old account book belongs to the same family, we do not know:

"June 3rd, 1816.

Capt. Saml. Tolman to Rogers Lewis Dr., to 10 tides labor on board of your ship at 4-6—\$7.50. Rec'd payment,

Rogers Lewis."

Certain it is that Wm. Lewis did build in Pembroke, (probably at the Brick-kilns,) the following vessels, the first of which is described in a copy of his certificate, as follows:

North River. Pembroke, Jan'y 30, 1796.

This certifies that the Ship called the "HELEN" of Boston was built by me upon the North River in Pembroke and launch'd in December last part for James S. Lovell, Merchant of Boston. That she is square sterned has two Decks & three masts that Her Length is seventy-five feet her Breadth twenty-six & half feet her Depth seventecn & half feet measuring Two hundred & seventy-seven Tons and having a figure head.

*William Lewis*  
*Ship Carpenter & Master*

The second and only other vessel found, built by him, was in 1803, sch. "MAY FLOWER," of Plymouth, afterwards of Boston.

Elisha, Alden, and Luther Briggs built here about this time. Enos, Daniel, Thomas, and Seth Briggs, the prominent builders of Salem and Milton, served their apprenticeship here with their fathers and brothers, and often had to call on them to assist in special work on some of the noted vessels which they built after they left the little Brick-kiln yard. To better understand who this family was the following genealogy is given.

*Seth Briggs*, shipwright, was b. Aug. 28., 1721, at Scituate, and d. at Pembroke, July 23, 1801. He was the fifth child of James Briggs, who was b. March 2, 1683-4, and who mar. 1st, Elizabeth Garrett, May 7, 1713, and 2nd, Hannah Stowell, Oct. 4, 1716. James Briggs was the third son of Ensign Cornelius Briggs, who was the third son of Walter Briggs, who appears in Scituate in 1643. The date of the birth of Cornelius has not been found, but it is stated that at the time of his death, Oct. 20th, 1694, he was 67 years of age. He mar., 1. Mary Doughty, dau. of James Doughty and widow of Samuel Russell, March 20, 1677, by whom only, he had children. He mar. 2nd, Mehitable Annable of Barnstable, May 6, 1683.\* *Seth Briggs*, mar. in 1745 Abigail Church, who was b. in Scituate, Feb. 11, 1726, and d. Nov. 3, 1795. They had children as follows: 1. *Enos*, b. July 29, 1746, d. at Salem, Oct. 10, 1819;† 2. *Seth*, b. Nov. 8, 1748; 3. *Elisha*, b. Dec. 21, 1750, d. Sept. 10, 1836; 4. *Daniel*, b. April 14, 1754; 5. *Nabby*, b. July 1, 1756; 6. *Thomas*, b. Aug. 22, 1758, and d. in 1809; 7. *Mary*, b. May 25, 1760, and d. Sept. 3, 1834; 8. *Alden*, b. March 17, 1763; 9. *Judith*, b. May 7, 1765; 10. *Rhoda*, bap. Feb., 1772.

*Enos*, the first child of Seth, mar. Sarah, dau. of Edward and Rachel (Cushing) Thomas, who was b. in Pembroke, Feb. 6, 1755, and d. in Salem, Dec. 9, 1833. Their children were: Sally, b. Oct. 25, 1778; died April 9, 1856. *Enos*, b. March 25, 1781; d. Oct. 9, 1837. *Samuel*, b. Dec. 10, 1783; d. Nov. 10, 1859. *Judith*, b. Aug. 26, 1786; d. Sept. 3, 1836. *Polly*, b. March 1, 1789; d. March 24, 1834. *Betsey*, b. March 19,

\* See Chapter on Briggs' Ship Yard.

† The Salem Gazette of Oct. 12, 1819, thus notices his decease: "In this town Mr. Enos Briggs, aged 73, one of our most valuable and worthy citizens. He came to this town from Pembroke in the year 1791, and has been eminent as a master shipbuilder, from whose yard a great number of our best ships have been launched. He was also the master builder of the frigate 'Essex,' the work of which did him great credit in the eyes of the nation. In his death his family suffer a severe loss." (Hist. Coll. of Essex Inst. Vol 6., pp. 171-174.)

1792; d. Jan. 7, 1814. Rachel, b. Feb. 28, 1796; d. Sept. —, 1836. Sally, first child of Enos, mar. 1st, David Smith; 2nd, John Bott. Enos, son of Enos, mar. Lucy A. Morse, and had children: Lucy, mar. ——— Sargent; Susan, mar. ——— Merriam; Enos, Charles, Edward, Nathaniel, and one other, name unknown. Samuel, third child of Enos, mar. 1st, Susan Whittemore, Oct. 16, 1808; she d. Oct., 1810, aged 26 years. By her he had one child, Edward Thomas, b. Aug. 25, 1809; d. Nov. 25, 1815. He mar. 2nd, Mary S. Bowles, July 5, 1818; she d. Nov. 16, 1853. By her he had children: Susan, b. May 20, 1820; d. March 20, 1822. Edward T., b. July 31, 1824; d. May 20, 1882; mar., but left no children. Susan, b. April 22, 1830; mar. 1st, Wm. H. Clarke; 2nd, George P. Farrington; she is now a widow. Mary Eunice, b. Jan. 22, 1832; d. July 21, 1832. Judith, fourth child of Enos, mar. George Deane. Polly (or Mary), fifth child of Enos, mar. Nathan Cook. Betsey, sixth child of Enos, d. unmarried. Rachel, seventh child of Enos, mar. John Burleigh (or Burley).

*Seth*, second child of Seth, mar. Deborah Barker, and had children: Seth, (who mar. ———, and had children. Sarah, who mar. ——— Shook. Catharine, who mar. ——— Woods; and George C., who mar. Anne Loring, and had children, viz.: Annie Loring, who mar. George C. Briggs; and Catharine, who mar. Henry P. Briggs). Deborah, who mar. Theoph. Cushing.

*Elisha*, third child of Seth, mar., Nov. 20, 1777, Laurentia, dau. of Dr. Jeremiah and Elizabeth Bailey Hall, who was b. May 15, 1755, and d. June, 1837, they had children: Rhoda, b. March 4, 1779, mar. Calvin Turner. Elisha, b. 1781; d. about 1850; mar. twice. One wife's name was Sally Webb, and the other Margaret Doyle; no children. *Luther*, b. Oct. 20, 1783, at Pembroke; d. April 2, 1864. Lucinda, b. Dec. 15, 1789; mar. Alden Loring. Laurentia, b. Sept. 20, 1792; mar. Horace Collamore. Robert, b. July 30, 1795, and d. in 1859. Lucretia, b. Dec. 13, 1798, mar. Dion Bryant. Luther, son of Elisha, mar. 1st, March 27, 1812, Susan Stetson, who was b. Nov. 29, 1784, and d. Oct. 19, 1832; 2ndly, Mercy, widow of Aaron Magoun. His children were: Susan Stetson, b. July 26, 1813; mar. Nathaniel Smith. Silvina, b. July 6, 1816; mar. B. F. Chandler. Luther, who d. in infancy. Luther (another of that name), b. July 24, 1822;

mar. Adeline Collamore; no children. Alexander Parris, who d. in infancy. Augusta, b. Aug. 7, 1827; mar. Royal Cheny. Robert, the son of Elisha, mar. Caroline Morton, March 11, 1821. She is a descendant of George Morton of Plymouth, was b. May 30, 1796, and is still living. They had children, viz.: Robert, b. May 18, 1822; mar., 1st, Julia Kidder; 2ndly, Louise Wagner; no children. He resided in Philadelphia, and is now deceased. Silas Morton, d. young. George Henry, who mar. Elsie Hollenbeck; has two daughters and one son, and resides at Mountain View, Cal. Charles Edward, who mar., in 1869, Rebekah Whittaker, and has one daughter and three sons, and resides in St. Louis, Mo. Caroline, unmarried. Elizabeth, mar. Erastus Worthington of Dedham. Emma, mar. Henry Allen of West Roxbury.

*Daniel*, fourth child of Seth, mar. and lived in Milton. *Nabby*, fifth child of Seth, mar. William Briggs, Nov. 29, 1787. *Thomas*, sixth child of Seth, mar. Sukey Blake; lived in Milton, and has no descendants. *Mary*, seventh child of Seth, mar., Oct. 8, 1788, Thomas Sprout of Middleborough. *Alden*, eighth child of Seth, mar. Mercy Hatch, and had children, viz.: Sophia, who d. unmarried. Alden, mar. Elizabeth Robinson. Harriet, b. Oct. 3, 1801; mar. J. H. Whitman. Thomas, mar. Eliza Sturtevant, and had children, viz.: Alice, mar. Charles Cushing. Alden, mar. Elva Sampson. *Judith*, ninth child of Seth, mar. 1st, ——— Drew; 2ndly, Bill Vose. *Rhoda*, tenth child of Seth, did not marry.

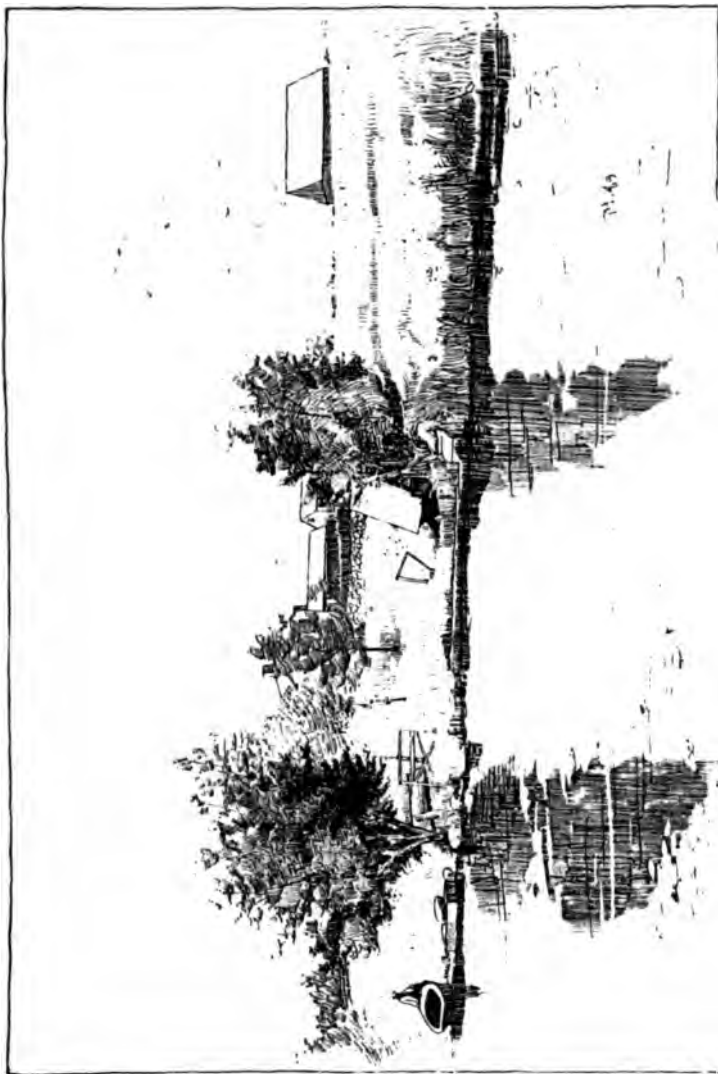


formerly resided where Nathaniel Smith now resides, in Pembroke. About half way from Schooset Creek to the residence of Nathaniel Smith, is the foundation of what is

supposed to have been an Indian wigwam; and the traditions of Pembroke say that it was a kind of factory for the making of arrow and spear heads. At the depth of two feet it is paved with stone covered with charcoal dust mixed with the soil, suggesting the idea that it had been used for a fire-place for a long period. The great number of arrow heads found in the immediate vicinity, also show that it must have been a fixed habitation for the red man in the days long gone by. It is situated on the western slope of the range of hills that forms the boundary of the Schooset valley, on the farm of Mr. Smith. Elisha







THE BRICK-KILN SHIP-YARD AND PEMBROKE TOWN LANDING, NORTH RIVER.

always had a large number of apprentices, and usually took two or three into his hospitable home. In 1800, he built the sch. "WASHINGTON," 100 tons; sold to Alden Briggs. He built two vessels at the Brick Kiln, in Pembroke, in 1801. Brig'tn "CUMBERLAND," 183 tons, of Providence. 1801. Ship "ANNAWAN," 299 tons, of Boston; two decks and three masts; owned by Alden Briggs and others, Pembroke. Elisha Briggs built the next year, 1802, sch. "ELIZA," 41 tons; owned by David Church, George Turner, Benjamin Whitman, Mercy Randall Alden, and Chas. Briggs. In 1803, he built the ship "MOSES MYERS," two decks and three masts, 306 tons, of Boston. In 1804, the sch. "LIVELY," 122 tons; Elisha and Alden Briggs, owners. Also in 1804, sch. "FIVE BROTHERS," 93 tons, of Duxbury. Elisha Briggs also built the following vessels at the Brick Kiln: 1805. Ship "CANOWA," 263 tons, of Boston; owned by Thos. Briggs of Roxbury, and Alden Briggs of Pembroke, and others. 1806. Brig "NANCY," 177 tons; built for Alden Briggs; afterward sold at Rochester. 1807. Ship "SUWARROW," 303 tons, of Plymouth; owned by Alden Briggs, Pembroke, and others. 1810. Ship "MISER," 304 tons, of Boston. 1811. Ship "ACASTUS," 343 tons, with two decks, three masts; length, 100 feet; breadth, 28 feet; depth, 14 feet; of Boston; owned by Alden Briggs of Pembroke, Paul Nash of Petersburg, Va., and others. Also in 1811, sloop "SOPHIA," 35 tons. He and David Church, Daniel Phillips, Joseph Rogers of Marshfield, and Alden Briggs, owners. Alden Briggs was in partnership with Elisha in building some of the above vessels. Elisha afterwards built in Newburyport.\* On a head-stone in the Pembroke Cemetery is the following:

"Elisha Briggs, son of Seth, died 1836, age 86."

We will now leave the Briggs family for the present, and speak of the other ship-carpenters who built at this yard at the very beginning of the present century.

*Jonathan Samson* † built alternately in Hanover and Pembroke, between the years 1800 and 1820. Of the vessels

\* See John Currier's "History of Ship-building on the Merrimac," at State House.

† For further account of Jonathan Samson see the Bridge Yard at Hanover.

he built in Pembroke, accounts of the following have been found: 1801. Ship "PEMBROKE," 193 tons, of Boston; owned by Nathl. Cushing of Pembroke, Robert Salmond of Hanover, and others; built at Pembroke; Jonathan Sampson, builder. Capt. E. A. Faucon, of Milton, remembers seeing the "Pembroke" lying at Lloyd's or Wales' Wharf, on Sea, now Federal street, Boston, many years ago. 1803. Sch. "WASHINGTON," 70 tons, of Boston, was built at Pembroke by Jonathan Sampson, master carpenter. 1810. Ship "MARTHA," 273 tons, of Boston; owned by Nathl. Cushing, of Pembroke, and others; built at Pembroke by Jonathan Sampson, master carpenter; afterward sold to Nantucket, and used as a whaler. During her first voyage in the Pacific, whaling, under Capt. Reuben Weeks, 1815-17, she was detained twenty days at Valparaiso, and part of her crew placed on a patriot armed vessel for a short cruise. In 1821, the "Martha," then under Capt. J. H. Pease, rescued the crew of the ship "Two Brothers," Capt. Pollard, of Nantucket, which was lost in the Pacific on a coral reef in Lat. 24° N., Long. 168° W. About 1841, Capt. Baxter left the "Martha" at Zanzibar, and R. C. Gibbs took command. In 1849, she was owned by Peter Folger, of Nantucket, and still used whaling in the Pacific. She was broken up by the Chinese in San Francisco, Cal., in 1851. Jonathan Samson built in Hanover, in 1803, the sch. "WILLIAM," 71 tons.

In 1801, *Samuel Rogers*, of Marshfield,\* was master carpenter of a vessel built here, as follows: 1801. Ship "JEFFERSON," 267 tons, of Boston. This vessel was afterwards a New Bedford whaler.

In 1804 *Aaron S. Magoun, Jr.*, built a large ship at this yard. An old ship's carpenter whose memory at nearly ninety years of age seems very clear, gives the following information about the Magouns. He says that Aaron S. Magoun lived in a house now occupied by John Stetson, at the end of a lane opposite the Quaker Meeting House, Pembroke. He had, among other children, three sons, Aaron, Robert, and Daniel, one of whom was Lorenzo Sherman's wife's father. One of the daughters married Jonathan Stetson. Aaron S. Magoun, Jr., lived in a house down the lane, opposite Nath'l Smith's, Pembroke, and with Robert built a vessel just after the war of 1812,

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\* See Rogers' Yards, Marshfield, and Wanton's, Scituate.

on the Pembroke side, opposite Seabury's Point, which ruined Robert financially, he being the principal owner. Robert Magoun married a Bates. Aaron S. Magoun, Jr., left sons: Robert, Daniel and others. In 1804, the ship "XENOPHON," 299 tons, was built in Pembroke, by Aaron S. Magoun, Jr., and owned in Plymouth. Joshua Magoun of Duxbury was a ship-builder and probably built in Duxbury. He had two sons, Enoch and Joshua, who built in Pembroke at the Brick-Kilns, Enoch in company with Turner & Palmer, and Joshua in company with Isaac Hatch, and alone. There was built here in 1804, the sch. "NEUTRALITY," 123 tons, of Duxbury. Capt. Phineas Sprague, of Duxbury. *Joshua Magoun and Isaac Hatch* were the master carpenters. In 1808 was built the ship "MINERVA," 223 tons, at Pembroke, owned by Ezra Weston, Jr., Duxbury, Calvin Sampson, Joshua Magoun and others, Pembroke. These are the only vessels it has been possible to locate as having been built by Joshua Magoun in Pembroke, though he later went to Charlestown and there built with Francis Turner, son of Charles, formerly of Scituate, under the firm name of Magoun & Turner. He died leaving a family in Charlestown. Two of his children were named Winchell and Phillip. When in Pembroke he lived at "Brimstone Corner;" his father's name was Joshua.

We will now take up the Briggs family again. Alden Briggs, as before stated, built in partnership with his brother Elisha many of the vessels before mentioned. After Elisha removed to Newburyport, Alden continued building at the Brick-Kilns for himself and in company with others. He lived a little way up Brick-Kiln Lane, not far from the ship yard in the house recently owned and occupied by Mr. Foster, but now occupied by H. N. Magoun, a descendant of the Thatchers' Magoun. Alden Briggs also engaged in farming and making bricks, obtaining the clay from large pits back of his house. Just beyond, on the bank of the river, lives his grandson, Alden Briggs, 3rd, in the house formerly occupied by Alden Briggs, Jr.



Sen., was a very interesting old man. He had a peculiarity of adding from year to year, by compound

interest, to the original cost of his possessions, so that each year he valued his properties higher and higher instead of depreciating

them, as most people would do. For instance he valued his watch at one time at over \$2000, and his anvil at about \$1500. In the same way his losses would grow larger and larger each year, as he would reckon up the compound interest on the sum or contract that he originally lost. He was leader of the new choir of the church in Pembroke. Previous to this time, the Deacon always read two lines, which the congregation sang, then the Deacon would read two more. The minister wished a new choir that would sing the whole verse or psalm, which the old choir objected to. The minister got the old choir in one part of the church by themselves, and the new choir together in another part; he then let the Deacon read the first two lines, and the old and new choirs started. The old choir stopped at the end of the two lines and the new choir kept on, but not to be outdone the Deacon got up and commenced reading two more lines, amid the singing; the Minister reached over the pulpit and spoke to his son, the Deacon, saying, "Sit down Cy, sit down," and the new choir prevailed. Alden Briggs was in the North Company, 2nd Reg., 1st Brig., 5th Div., Pembroke Militia, 1815. In the year 1800 he built the brig "PALLAS," 156 tons, for Stephen Gorham of Boston. In 1805, he built a *ship* of 250 tons. His yard was just below that of his brother, Luther Briggs. The sch. "RIVAL," was built by Alden Briggs, and probably the brig "ELVIRA," of New Bedford, which was condemned at St. Thomas, in 1859. In 1818 he built the brig "FLORIDA," 244 tons, owned by Thos. B. Wales, Boston, and in 1820 the brig "PEMBROKE," 199 tons, owned by her builder, Alden Briggs, at Pembroke. He sold her to Thos. B. Wales & Co. about two years after he built her, and the following are some of the voyages she made: brig "Pembroke," in 1824, from Sicily to Buenos Ayres with oil and wines; from Palermo in 1826 with merchandise; in 1827 from Rochelle with brandy, ochre and wine; in 1833, to Rotterdam with a mixed cargo. She was lost at sea in 1851. In 1825 the brig "MONUMENT," 211 tons, was built by Alden Briggs at Pembroke for himself. This brig was also sold to Thos B. Wales & Co., Boston, and the following are some of the voyages made by her: ship "Monument," 211 tons, 89 ft. long, in 1827 sailed to Amsterdam; in 1831, from Charleston to Cowe's, etc., and from New York to Marseilles. In 1832 the brig "ALEX-ANDRIA," 206 tons, of Boston, was built at Pembroke, probably by Alden Briggs. The last of his vessels of which any account appears, was built the same year, 1832, the brig "OLD

COLONY," 244 tons, Joshua Smith, master, and owned by Alden Briggs, at Pembroke. She was afterward sold to Thos. B. Wales & Co. and made voyages in 1834, from Alexandria to Amsterdam with tobacco, fustic, etc.; and from New Castle with coal; in 1835, Charleston to Hamburg, with rice; in 1836, from New Orleans with cotton and from Charleston to Hamburg; in 1837, New Orleans to Liverpool; in 1840, Havana to Cowe's for orders, etc. Chas. Howard, of Pembroke, who was born Feb. 23, 1810, is now living, in quite feeble health, but remembers working in the old ship-yards and on the brigs "Pembroke" and "Old Colony." Alden Briggs was getting on in years and probably gave up active business life about this time, although he was later a large owner in a great number of vessels built on the river, as the registers of vessels built in the different yards show. The following is taken from the grave-stones in a Pembroke cemetery, opposite Dr. F. Collamore's:

"Alden Briggs, son of Seth, died May, 1849, age 86."

"Wm. T. Briggs, died July 4, 1873, age 40 years, 9 mos."

"Alden Briggs, born Feb. 20, 1797, died April 30, 1861, aged 64 yrs."

The latter Alden was son of Alden; William Thatcher Briggs was son of Alden and Elizabeth C. (Robinson). Although it may appear by record that Alden Briggs did not build a very large number of vessels here, it is easily explained when one sees the amount of work he was doing elsewhere. He was especially in demand at Milton and Salem by his brothers, Enos and Daniel. When the Essex was built in Salem they had no good iron workers nearer than the North River, so they sent for Alden Briggs who was an expert, (being considered one of the best iron workers of his day,) to go down and do the iron work. Enos Briggs built the frigate "ESSEX," in 1798-99. From an old paper the following is taken:

"The Salem Frigate. Take Notice. Ye Sons of Freedom! all true lovers of the Liberty of your Country step forth, and give your assistance in building the Frigate, to oppose French insolence and piracy. Let every man in possession of a White Oak Tree, be ambitious to be foremost in hurrying down the timber to Salem, and fill the complement wanting, where the noble structure is to be fabricated, to maintain your rights upon the Seas, and make the name of America respected among the nations of the world. Your largest and longest trees are wanted, and the arms of them for Knees and Rising Timber. Four trees are wanted for the Keel, which all together will measure 146 feet in length, and hew 16 inches square. Please to call on the Subscriber, who wants to make contracts for large or small quantities, as may suit best, and will pay the Ready Cash.

*Enos Briggs*

Salem, Nov. 23, 1788.

The frigate "Essex" was of 32 guns. Messrs. Derby and Gray subscribed \$10,000 each. In six months, or a little over, they had her completed for launching. There was a great concourse of spectators, and the heartfelt satisfaction of the beholders of the launching of this beautiful ship was evinced by the concordant shouts and huzzahs of thousands. The paper goes on to say, that "the unrenitting zeal of Mr. Briggs, the architect, cannot be too highly applauded, and for bringing her into such a state of perfection, in so short a time, entitles him to the grateful thanks of his country." While Elisha Briggs was at work on the "Essex," Gen. George Washington, then in Salem, visited the yard. Gen. Washington took a tree-nail from Elisha, and helped build the vessel by driving it into its place. Enos Briggs also built the ship "Amethyst," 247 tons, in 1801, and a great many other vessels later. On May 3, 1789, Enos Briggs launched a vessel sideways from Derby's Wharf, Salem. It was a novelty which drew together a great concourse of people. On May 18, 1791, the ship "Grand Turk," 564 tons, was launched at Salem. Enos Briggs was the principal architect. His ship-yard was located in South Salem. Between 1791 and 1818 he built over fifty vessels, the largest being 850 tons, the smallest 96.\*



moved from  
Pembroke to  
Milton, and  
occupied a  
large house  
built by Abel

Allyne, where a double cottage now stands. It was purchased and added to by John M. Forbes. Thomas S. Briggs built a house, in 1830, on the site of Capt. O. W. Peabody's residence, Milton. The "History of Milton" states that "Mr. Joseph Blake, a merchant of Boston residing a part of the time in Milton, employed Mr. Daniel Briggs, of Pembroke, to build a vessel for him at the ship-yard in Milton, which was launched Oct. 26, 1786." This was the beginning of an extensive business in ship-building, continued by Mr. Briggs until 1815. Sept. 30, 1788, there was launched in Milton a large vessel built by Daniel Briggs for Ebenezer Wales, Esq., of Dorchester. "Some of our citizens now living remember the 'Kanawah,'

\* For a list of these vessels, see Historical Collections of Essex Institute, Vol. VI., pp. 172 and 173.

the 'Milton,' and the 'Jane,' and were present at their launching. Capt. Nat. Thomas,\* from Pembroke, who married Jennie, the daughter of Capt. Briggs, lived in the Briggs house on Milton Hill. He was commander of the 'Kanawah,' and also of the 'Milton.' The Milton was caught in Neponset Bridge, on her way to Boston, and was got through with difficulty. This vessel, though built seventy-four years ago, is a New Bedford whaleship, still afloat." Daniel Briggs also built the following vessels in Milton: 1798. Sloop "John," 23 tons, of Milton. 1805. Brig "Osprey," 197 tons, of Boston. 1806. Ship "President Adams," 313 tons, of Boston. 1810. Ship "Alert," 376 tons, of Boston. 1810. Ship "Jane," spoken of above, 326 tons, of Boston; owned by Alden Briggs, of Pembroke, and Daniel Briggs, master carpenter, of Milton. 1811. Ship "Huntress," 395 tons, of Boston. 1815. Ship "Milton," spoken of above, 387 tons, of Boston, owned by Nathl. Thomas, of Milton, and others, and Daniel Briggs, master carpenter. The following is taken from the "History of Milton": "Capt. Briggs was a man of large frame, stately and commanding in person, also genial and benevolent in like degree. The following incident shows the humor of the man: On one occasion, when busy in his ship-yard, a stranger came up, asking for work. 'What can you do?' inquired the Captain. 'I am a ship-carpenter,' was the reply. 'Can you make a tree-nail on a rock without dulling your axe?' 'Yes, sir.' 'Well, here is your timber, and here is a sharp axe; let's see you do it.' He went to work, finished the tree-nail, passed it to Mr. Briggs for inspection, and asked if that would do. Mr. Briggs, viewing the excellence of the work, assented, when the man raised his axe and struck a heavy blow upon the rock, breaking the edge, and nearly ruining the tool. 'What are you about?' exclaimed the excited captain. The workman replied, 'My master always taught me, when I had finished a job, to stick my axe in the block.' 'All right,' rejoined the mollified captain; 'throw off your coat and go to work.' Mr. Briggs died in Milton, Aug. 11, 1825. He was a useful and excellent citizen, honored and respected by all. At the time of his death he owned the land on the east side of Milton Hill, between Adams street and the foot of the hill, from the Russell land to the old Kinsley estate, including the Peabody and the old Foy estates, except the Swift, now Tappan lot. His daugh-

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\* See preceding Chapter for account of the Thomases.



ter, Alice C., born in Milton, April 2, 1802, married Capt. Charles Taylor, of Milton, April 28, 1833." She died about 1889, aged 86. The following account of the famous ship "Massachusetts," from "Amasa Delano's Voyages," is given to show how high the standard of our ship-builders was, and their reputation abroad, viz. :

"The ship 'Massachusetts' was built at Quincy and launched Sept., 1789, for Shaw & Randall. The contractor was Eli Hayden of Braintree, the draughtsman, Capt. Wm. Hackett of Amesbury on the Merrimack. She was of 900 tons, built expressly for Canton trade, was brought to Boston under jury masts, and was the largest ship built at that time in the United States. She excited considerable sensation in the commercial part of the community, and parties of people in every rank of society came on board of her to gratify their curiosity, and express their admiration. Five French men-of-war were then in the harbor, and their officers often visited the 'Massachusetts' and gave her great praise. She was pierced for 36 guns, but her armament consisted of 20 six-pounders, and musketry. Her crew consisted of 61 men. Capt. Amasa Delano was second officer. He was born in Duxbury, Feb. 21, 1763, on the North side of Blue River. His father was Sam'l Delano: his uncle Amasa. In 1772 the family removed to Braintree, where his father attended to ship-building, but they remained here only about two years, when, owing to the interruption of navigation occasioned by the disputes between Great Britain and the Colonies, they returned to Duxbury. Capt Amasa went to sea at a very early age, but about 1782 commenced laboring with his father, ship-building at Duxbury, sometimes being the master builder. His first voyage as commander was in a schooner belonging to his uncle, Joseph Drew. He sailed from Duxbury in 1786. His brothers have been master builders, riggers, and navigators of ships. His brother, Sam'l Delano, was carpenter on board the 'Massachusetts,' and while on a voyage with Amasa in the 'Perseverance,' he built a small vessel, the 'Pilgrim,' with which he explored, and discovered the Pilgrim Islands, in the Pacific in 1805. Thos. Lunt of Portsmouth, N. H. and Prospect Carpenter of Pembroke, Mass., were seamen on board the 'Massachusetts.' Job Prince, Esq., of Boston, was her commander, and John Prince, his son, was a mid-shipman. The 'Massachusetts' was sold to the Danish East India Co., at Canton, for \$65,000, Dec. 4th, 1790. The name of the master builder of the 'Massachusetts,' was Daniel Briggs. Capt. Delano says 'he was one of the best men I ever knew to keep a large company of men at work, and to make their labor productive.' He writes: 'The family of Briggs in Pembroke, Plymouth county, was celebrated for extraordinary merit. There were five brothers. Elisha continued in his native town an excellent ship builder. Alden was brought up a blacksmith, was remarkable for the talents he showed in the heavy work of a ship, was the

mechanic employed for the 'Massachusetts' in this department, and afterwards became a merchant. Enos is a ship builder at Salem, and built the Essex frigate. Daniel united mercantile speculations with ship building, and has lived many years in Milton. Thomas was educated a ship builder also, went to sea afterwards as captain, transacted business as a merchant in Boston for many years, and died in Dorchester in 1809, beloved and respected by all who knew him. The five brothers were employed upon the 'Massachusetts.' It would not be proper for me to say here all that I know and feel in praise of this family.' The other mechanics were generally from the North River, County of Plymouth, and were faithful in the performance of their duties. The ship was as well built as any ship could be under the circumstances. The timber was cut, and used immediately while perfectly green. It was white oak, and would have been very durable had it been docked, or properly seasoned. Notwithstanding the unprepared state of the materials, the 'Massachusetts' was so well built, that on her arrival at Batavia and Canton the commanders of English, Dutch, and other European ships were continually coming on board to examine her and to admire the model and the work. She was acknowledged to be the handsomest vessel in the two ports."—*Delano's Voyages*.

Luther Briggs was the last member of this family who built in Pembroke. Seth Briggs, a great-grandfather of Luther Briggs, Jr., learned his trade of Capt. Benj. Turner. Calvin Turner was son of Captain Benjamin; he had a son, Calvin, who went to Medford.



was building vessels in Medford on the Medford River in 1807. Joshua Turner was also a son of Capt. Benjamin, and married a daughter of Joshua Briggs, brother of Seth Briggs. We will take up Luther Briggs in connection with other ship-builders and by himself later, and now look into the business done here by others about this time. *Turner, Palmer, & Magoun* built separately at this yard before going over to the Hanover side, where they built in partnership.\* Luther Briggs was also a member of the firm at one time as his old account books show. Jeduthan Palmer built here alone in 1816, the ship "SUF-FOLK," 314 tons of Boston.

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For full account of this firm see Bridge Yards.

## GENEALOGY OF JEDUTHAN PALMER'S FAMILY.

Jeduthan's father was Ephraim, who died Jan. 10, 1797. His mother was Desire Oldham who survived her husband and mar. 2ndly, in 1798, the father of Benjamin Pratt. The house where Jeduthan was born, located on the Drinkwater road, (now Hanover St.,) was purchased by his father, Ephraim, March 7, 1782. *Jeduthan* mar. Sarah the daughter of Calvin Turner April 25, 1811, and died in 1860. Sarah his wife died in 1872. The children of Jeduthan and Sarah Turner Palmer were: 1. CHARLES, b. 1812. 2. SARAH, b. Dec. 5, 1814, died 1889. She mar. Samuel P. Brackett in 1847, and they had three children: Sarah, b. 1848; Fred, b. 1850; Mary Corn, b. 1858; the last child only, is living. 3. JEDUTHAN, b. Jan. 25, 1817, d. about 1833, unmarried. 4. MARY ANN TURNER, b. Oct. 26, 1819, mar. in 1847, N. P. Banks, Jr. They have had four children: Harry Waltham, b. 1848, d. 1853; Mary Binney, b. 1852, mar. in 1880 Rev. Paul Sterling; Joseph F., b. 1855; Maude; b. 1857, all are living excepting Harry W. 5. AMANDA F., b. Nov. 6, 1822, d. in 1845, unmarried. 6. ALICE W., b. July 26, 1825, mar. Emory Seaman, by whom she had four children, Julia, Alice, Emery and Mary; only Alice is living. 7. WILLIAM T., b. Dec. 6, 1827. 8. DANIEL T., b. July 27, 1830. 9. JULIA O., b. Dec. 4, 1833, mar. in 1867 Charles Edward Bulkley, and they have one child, Charles.

Most of the vessels built by Turner, Palmer & Magoun were for Baker & Hardy, and Charles Cole of Boston, and for Scituate Harbor parties. Barker Turner was a son of Nathaniel, of So. Scituate, and built at So. Scituate, now Norwell, at the Copeland & Ford Yard, at Fox Hill, until about 1820, when he went into partnership with Luther Briggs, at the Brick Kilns, where Mr. Turner did the drafting of the vessels.

## TURNER GENEALOGY.

Capt. Benjamin Turner, of Pembroke, mar. 1st, \_\_\_\_\_, dau. of Rev. Mr. Eells, of Scituate. 2ndly, Ruth Briggs, of Pembroke. He had by his first wife two children: 1. \_\_\_\_\_, who mar. a Mr. Lane, of Scituate. 2. David, of Plymouth.

*Barker Turner* the ship-builder, was a son of Nathaniel, who was a son of Capt. Benjamin by his second wife. Nathaniel Turner mar.



*Parker Turner*



Lucinda——. Hed. Nov. 19, 1814, aged 81; sho d. Dec. 11, 1807, aged 67. They had children as follows: 1. CHRISTOPHER, d. in Salem. 2. CALEB, mar. Deborah Turner, and had six children, Myra, Jane, William, Temperance, Joseph G., and Warren. Caleb d. in Bridgewater. 3. BENJAMIN, mar.—— Wheeler. They had five children, Ambrose, Lydia, Joseph M., Charles, and Ruth. 4. Barker, the ship-builder. The genealogy of his family is given below. 5. POLLY, mar. John Bassett, of Hingham, and they had two children, John and Caleb. 6. LUCY, mar. John Thomas, of Marshfield, and they had three children, Henry, Ray, and Ann. Barker, the fourth child of Nathaniel, mar. Polly, dau. of Melzar and Lucy W. Stoddard, of Scituate. Melzar d. April 19, 1839, aged 79. Lucy W., his wife, d. July 6, 1850, aged 88. Polly, wife of Barker Turner, d. Aug. 4, 1835, aged 48.

## CHILDREN OF BARKER AND POLLY TURNER.

1. BARKER, b. Feb. 16, 1808; mar. Sophia Baker, of Pembroke. They had five children, Edwin, Israel H., Polly, Frederick, and Augustus. 2. MARY, b. June 23, 1809; d. Aug. 1, 1819. 3. ELMINA, b. Nov. 16, 1811; d. March 2, 1842. She mar. Eben Witherell, of Pembroke, and they had two children, Augustine and Eben Herbert. 4. ANDREW, b. Aug. 13, 1812; mar. Hannah Bell, of Boston, and they had two children, Susan L. and Andrew W. 5. DELIA, b. Nov. 26, 1813; mar. Calvin Baker, of Pembroke, and they had six children, Calvin L., Andrew H., Delia T., D. Webster, Barker, and Walter S. 6. HULDAH L., b. Nov. 20, 1816; mar. Joseph R. Sheperd, of Pembroke, and they had three children, Joseph J., Julius R., and Huldah T. 7. ISAIAH ALDEN, b. Oct. 25, 1818; mar. Mary Childs, of Hingham, and they had two children, Alden D. and Elmer E. 8. CYRUS, b. Feb. 20, 1821; mar. Mary A. Baker, of Pembroke, and they had three children, Eliza (who d. young), Morris, and Anna. 9. SUSAN, b. March 13, 1824; mar. Walter B. Studley, of Rockland, Mass., and they have had two children, Susan L. and Addie. 10. ELIZABETH, b. Jan. 21, 1828; d. Jan. 27, 1828. 11. EDWARD EVERETT, b. Sept. 17, 1831; mar. Elizabeth Sturtevant, of Pembroke, and they have had two children, Ella and Charles.

Barker Turner and Luther Briggs built in Pembroke, in 1824, sch. "VIRGINIA," 62 tons, of Boston. They also built the sch. "CHARLES," in Pembroke, in 1825, 62 tons, owned

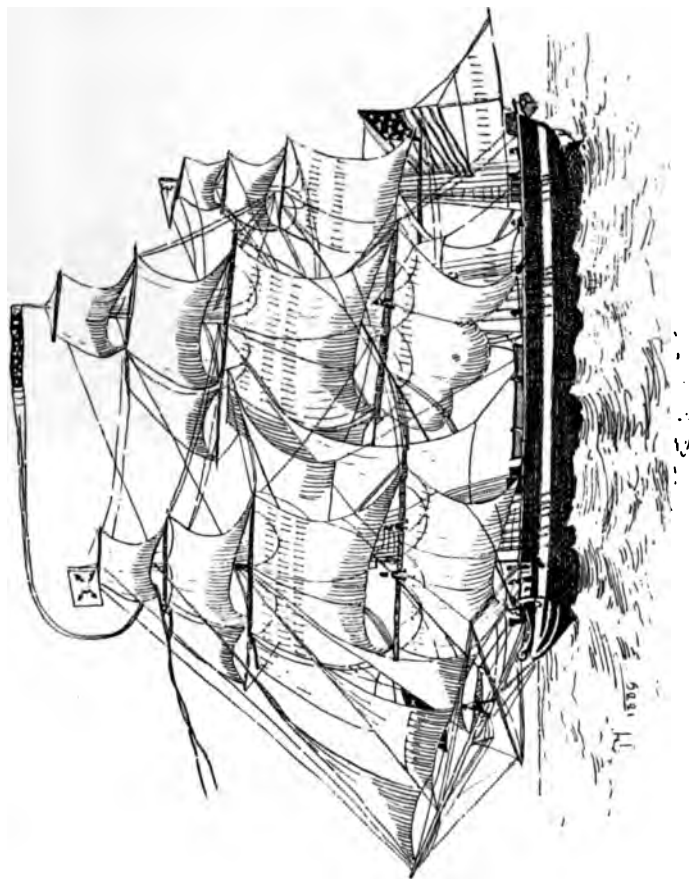
by Jesse Dunbar, Sr. and Jr., Isaiah Alden, Charles Vinal, and Cushing Otis, of Scituate. She was built of green plank brought from Bridgewater. Cyrus Turner worked on her at Hingham in 1848. The same year, 1825, Barker Turner built on his own account the sch. "JUNO," 85 tons, for Noble E. Jenkins, Moses Rich, Elisha Foster, Jr., Isaiah Alden, Cushing Otis, John Beal, and Peleg Jenkins, of Scituate; afterward sold to Gloucester. In company with Luther Briggs, he built, in 1827, the brig "TENEDOS," 245 tons, of Boston. In 1840 she was bought by Lawrence & Co., New London, Conn., and sent whaling in the So. Atlantic. In 1844, while in the Indian Ocean, Churchill, the first mate, was injured by falling off a water cask, and died in 1847. In 1856, the "Tenedos" was one of the "Stone Fleet," No. 1. Barker Turner also built alone, at the Brick-kilns, in 1827, the sch. "JAMES OTIS," 80 tons, owned by Geo. Manson, Anthony Waterman, Peleg and Elijah Jenkins, Jr., John Beal and Jesse Dunbar, of Scituate; commanded by Capt. Manson in 1820, engaged fishing summers, and in the coasting trade winters.\* This schooner was of perhaps the poorest model of any ever built on the river. When launched, it was almost impossible to make her sail. She would act like a tub at sea, which she resembled somewhat. She was always known as "Barker Turner's tool-chest." For several years, about this time, Mr. Turner appears to have been building on his own account. In 1828, the sch. "DANUBE," 71 tons, was built by Barker Turner, master carpenter, at Pembroke, and owned by Howland Otis, Peleg Jenkins, Jas. Damon, J. Dunbar, Sr. and Jr., Seth Webb, John Beal, Simeon Litchfield, and Francis G. Chubbuck, of Scituate. She was afterward sold to Cape Cod. In 1829, he built the sch. "RAILWAY," 86 tons, Pembroke; Jesse Dunbar, Sr. and Jr., and Thos. L. Manson, Scituate, owners. In 1830, the sch. "PERFECT," 68 tons, of Pembroke; owners, Isaiah Alden, Colman Jenkins, Sr. and Jr., Geo. M. Allen, Thos. Burroughs, of Scituate, and Horace Collamore of Pembroke; afterward sold down East. Also, in 1830, he built the sch. "ELIZA ANN," 99 tons, of Boston. In 1831, the brig "VERGES," 151 tons, of Boston. The following year he again built a vessel in company with Luther Briggs, 1832, the bark "MIRANDA," 189 tons, of Boston. The last vessel Barker Turner built in Pembroke, of which we have any account, was in

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\* See account Capt. Manson, under Fox Hill Yard.







SHIP "LAURA ANN," 375 TONS.  
Built at the Brick-kilns in 1815 by Calvin Turner.

1833, the bark "LEONIDAS," 183 tons, of Boston. He had during the past few years been building in Hanover, also, and probably decided to take all of his business over there about this time. From his sons, Barker, Andrew, Alden, and Cyrus, much information has been gleaned. Cyrus says his father told him that he had built thirty-two vessels on North River. Barker Turner, Jr., died since the compiling of this volume was begun. Among the characters of his time, located here, none were better known or more popular than Tom Briggs, of Pembroke. He was an excellent workman and ship-carpenter of those days; but he preferred music and excitement, rather than work. He was a skillful bugler, and his widow, who now lives in Dorchester, has the bugle which he formerly played. At one time he decided to go to Mexico, with Elijah Lapham, but the scheme fell through. He and Horace Collamore used to joke each other whenever an opportunity presented. Thomas Briggs was b. in 1803, and d. in 1876.

To go back to 1815, we find *Caleb Turner* building a vessel at the Brick-kilns, the ship "LAURA ANN," 375 $\frac{7}{8}$  tons, of Boston. Her length was 103 feet; breadth, 28 feet; depth, 14 feet. She was owned by David Greenough and Samuel Parkman, Jr., of Boston, and Alden Briggs, of Pembroke. She was the largest vessel built at the Brick-kiln Yard. Caleb probably did not build many vessels here, as in 1818 we find him at the Fox Hill Yard, in Norwell, building with his brother Barker.

*Cushing O Briggs* built here in 1815-16, the first vessels he built on his own account.\* He left his home in Scituate and came to Pembroke, apprenticed to Elisha Briggs, a relative, both being descendants of Walter. Cushing having served his time and become of age, and being a skilled artisan, built at the Brick-kilns, in 1815, the brig "PERSEVERANCE" of 184 tons, with two decks, two masts, length, 78 feet; breadth, 23 feet; depth, 11 feet; of Boston, Thos. Snow, master. Owned by Elijah Loring, Joshua Ellis and Robert Thompson, of Boston. And in 1816, the brig "ANN," 204 tons, with a billet figure head, a double decker with

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\*For account of Cushing O. Briggs, see Briggs Yards at Hobart's Landing, Scituate.

two masts; length, 86 feet; breadth, 23 feet; depth, 11 feet, of Boston. Immediately after this he went to Scituate, where we find him building at Hobart's landing. The following sketch, written by an old resident of Pembroke, gives a good idea of the last of ship-building at Pembroke: "The name of Briggs seems to be identified with ship-building from the early settlement of Scituate. Whether Walter, the elder, was a ship-builder, we are not able to say, but that many of his posterity followed that vocation successfully has come within the memory of many now living. *Luther Briggs*, the subject of this sketch, was the son of Elisha, and grandson of Seth, who removed from Scituate to Pembroke early in the last century, having a large family, several of whom followed the occupation of their father. Luther learned the art of ship-building of his father and was apprenticed at the same time with Cushing O. Briggs, who in company with his brother Henry, became a successful builder at Scituate. The apprenticeship of Luther and Cushing O. Briggs was a remarkably congenial one which resulted in a lifelong friendship terminating only with death. The one quarrel, it is said, that they ever had, was when a dispute arose as to who was occupying the larger half of the bed one night. It was settled by their getting out and measuring their sides off, when peace reigned again. The early years of Luther Briggs' life were much interrupted by ill health, which prevented him from engaging in active business for several years after his majority, but later he commenced business at the Brick-kiln, (so called), where his father and grandfather had previously built in company with the late Barker Turner. One incident occurring at the time they built, seems worthy of notice. It had been the custom in all the ship-yards to carry around liquor at stated hours and distribute to the men, as it was considered indispensable to a good day's work. After taking into consideration the great evil of intemperance they resolved building a ship without furnishing liquor to their men. They were told it could not be done, that men would not work without their accustomed dram, and probably many drank at their own expense, but it was the last of their furnishing it, and they had no trouble in building without it. It was an innovation which was soon followed in other yards on the River, where it had been thought indispensable to successful business. Luther Briggs deceased in 1864, aged eighty years, much respected as an honest and just man in all his business relations. He left one son, Luther, an architect in Boston, who still survives

him." Luther Briggs built alone and in company with Barker Turner, Silvanus Smith, and Melzar S. Turner at different times. In 1836, *Melzar Turner* (as he was commonly called), left the Brick-kilns and built on his own account at Scituate Harbor. Later, he again built in company with Luther Briggs at the Brick-kilns, carrying on his Harbor Yard at the same time. He was not very successful financially, and becoming somewhat embarrassed, in 1845 Luther Briggs was obliged to go down to the Harbor, and "help him out" on a vessel he was building. From this time Luther Briggs continued in business at the Harbor and together they were very successful. Luther Briggs built at the Brick-kilns until 1850, when he gave all his time and energies to the Harbor Yard. He is described as being an extremely nervous man, especially if anything went wrong, just the opposite of his son Luther. Melzar Turner was a son of Luther Turner, who was a cousin of Barker Turner, Sr. He died leaving children. (See Harbor Yards).

The schooner "CATHERINE," 70 tons, was built here for John Bates, of Cohasset. Benj. Barnes, who will be remembered by many of the residents in the vicinity of North River as having brought fish to their doors, was commander. There was also built here during Luther Briggs' time the schooner "NOBLE E. JENKINS," 100 tons, which we find later in the Mediterranean trade; the "INDUSTRY" and the brig "SUN," 200 tons, Capt. Rich, which was probably the same "Sun" that was used later as a packet between New Bedford and the South, and which was condemned at the Bay of Islands in Aug., 1863; the brig "BENJAMIN FRANKLIN," 164 tons, which had a figure head of Benj. Franklin. She was added to the Beverly, Mass., whaling fleet in 1850, sold to Fall River in 1856, was Fall River's last whaler, was bought in 1862 by E. Maxwell, of New Bedford, and while engaged in whaling was lost near Zanzibar, Sept. 8, 1867; and the "KENEDOS," but we have been unable to find out the exact years when each was built. Luther Briggs built in 1823 the sloop "MAYFLOWER," 32 tons, of Pembroke; owners: Asa Sherman, Jr., her captain, Elisha Phillips, Stephen Rogers, Jonathan Stetson, Josse Reed, and Chandler Sampson, of Marshfield, Alden Briggs, Luther Briggs, the builder, Elias Magoun, Horace and Gilman Collamore and Daniel Magoun, Pembroke, Elisha Foster, Jr., and Elisha Tolman, Scituate. He also built the "PHILENA OTIS" about 1828.

*Luther Briggs* built in 1833 the "Han-  
*Barker Turner* son" a centre board  
sloop. She was a very  
heavy craft and very  
flat, being only three  
inches "dead rise."

She was used as a North River packet, running between Boston and the Brick-kilns, and had many owners, as the following register shows:—1833, sloop "HANSON," 47 tons, Pembroke; owners: Asa Sherman, Sr. and Jr., John Stetson, Daniel Phillips, Ephraim Randall and Stephen Rogers, Marshfield, Horace Collamore, Calvin Shepard, Aurora W. Oldham, Alden and Luther Briggs, of Pembroke. In 1834, Luther Briggs built the "SUSAN" for Hardy & Baker. Mr. Hardy married Susan Holmes and named this vessel after her. Mrs. Nathl. Smith was then Miss Susan Briggs. She says on invitation of Mr. Hardy, the two Susans were launched in this vessel. He built the same year, 1834, the bark "BLACK HAWK" after the model of the "Black Hawk." In 1835, he built the "PALERMO" for Hardy & Baker. During the latter two years he also built at the Brick-kilns the following vessels in company with Melzar Turner. In 1834, the schooner "CORNELIA," owned by Thos. J. Burrows, Geo. M. Allen, of Scituate, Horace and Anthony Collamore, Ephraim Randall, Melzar Turner, Luther Briggs and Luther Magoun, of Pembroke; and in 1835, the schooner "ADELINE," 99 tons, owned by Geo. M. Allen, Scituate, Horace Collamore, Alden and Luther Briggs, and Melzar S. Turner, Pembroke. About this time, in company with Melzar Turner, he built a vessel at Kingston for Capt. Delano, and in 1836, at the Brick-kilns, the schooner "KEMP" for Wm. Kemp & Co. He also built at the Brick-kiln, in 1836, the schooner "SWAN," 129 tons, of Boston; and in the same year, the schooner "EDWIN," 103 tons, of Boston, afterward of Newburyport, and used whaling from Provincetown in 1846. In 1837, he built the brig "WILLIAM PENN," 158 tons, of Boston, which had a figure head modelled after the man for whom she was named. In 1838, he built the sch. "RED ROVER," 99 tons, of Pembroke, sold to Kingston, also in 1838, a brig for a Mr. Flynn, and about this time the sch. "CORDOVA." In 1839, he built the brig "WILLIAM PITT," 174 tons, Howes Baker, master, and owned by Alpheus Hardy, of Boston, and others. In 1841, he built the bark "SOPHIRONIA," 197 tons, of Boston, copper and iron fastened,

owned by Trull and others, Boston, in 1859, Capt. Drew; built of mixed wood. In company with Melzar Turner, he built in 1842, the sch. "CHESTER," 86 tons, of Boston. Owned by John Beal, Peleg Jenkins, Samuel Brown and John Bouve, of Scituate, James Bonney and Luther Briggs, of Pembroke. Business was very lively at Scituate Harbor about this time and Luther Briggs was so busy at that yard that he did very little at the Brick-kilns until 1847, when he built a bark for Lombard & Hall. The same year he entered into a partnership with *Silvanus Smith*, son of Capt. Jonathan Smith, of Duxbury, who commanded many vessels sailing out of Duxbury. Silvanus lived in Duxbury during his younger days, but later married a daughter of Lewis McLaughlin and bought the old Morse place in Pembroke, where he resided during his partnership with Luther Briggs and Melzar S. Turner. Together they built at the Brick-kilns the "Arthur Pickering," in 1847, which they were one month getting out of the river, and another vessel, probably the "Matilda," for J. Bates, in 1848. The sch. "MATILDA," 60 tons, was built in Pembroke, Mass., 1848, and was owned in 1884 at Boston. They also built the "CATHERINE" in 1848. Several years after this, Silvanus Smith left Pembroke and went to East Boston, where he worked in Samuel Hall's and Donald McKay's yards and in E. & H. O. Briggs' at South Boston. After building three ships on his own account at East Boston, he went into partnership with Paul Curtis at Medford. For about sixteen years he has been a partner with James L. Townsend, under the firm name of Smith & Townsend, ship-builders at East Boston. They have built many fine ships there, several for C. Brewer & Co., among them the "Martha Davis," the "James Stone," the "Edward May," and last but not least, the good bark "AMY TURNER" of 1000 tons, which has recently made over 260 miles in twenty-four hours under Capt. Chas. A. Johnson, on a passage from Honolulu to Hong Kong. This vessel, under Capt. Albert W. Newell, carried the author around Cape Horn to the Sandwich Islands in 1880. Silvanus Smith has had six children:—1. Sidney, who superintended the work on Stony Brook, Roxbury; 2. Frances F., b. in Pembroke; 3. Zilpha D., the present secretary of the Associated Charities, of Boston, also b. in Pembroke; 4. Erasmus F.; 5. Mary, who married Luke Hall, grandson of the old ship-builder, Luke Hall; 6. Jennie W. The bark "ARTHUR PICKERING," built in 1847, was 254 tons, of Boston, built at Pembroke, of mixed

wood, Luther Briggs, Melzar Turner and Silvanus Smith, M. C's. She was iron fastened, and in 1868 was whaling in the Pacific Ocean. The same year, her first mate, W. S. Maxfield, died.

The only occasion of which we know that our little towns were honored by a visit from a man who was ever President of the United States, with the exception of President Arthur's visit to the Webster place, was in 1841, when the Hon. John Quincy Adams, then in Congress, came, by invitation of the ship-builders, to visit Hanover, Scituate, Pembroke, and Marshfield, and the mouth of North River, to obtain certain facts and data that might be of service to him in his efforts to induce Congress to appropriate a sum of money for the purpose of cutting through the bar, or, better still, to make a new mouth by cutting through the beach, where the high tides now often connect the river with the ocean far above its natural mouth. It is needless to say that all efforts in this direction have failed, and as commerce demanded larger vessels, and lumber became scarce, ship-building here was abandoned. Had the government carried out the plans of our old ship-builders, and legislated in favor of home commerce, North River would to-day have been lined with ship-yards, as it was eighty, yes, fifty years ago. The only written account found of Mr. Adams' visit, and what was done throughout the day, is in the diary of Luther Briggs, the architect, now living and doing business in Boston, son of the ship-builder. The following is a copy of all he has written under the date of—

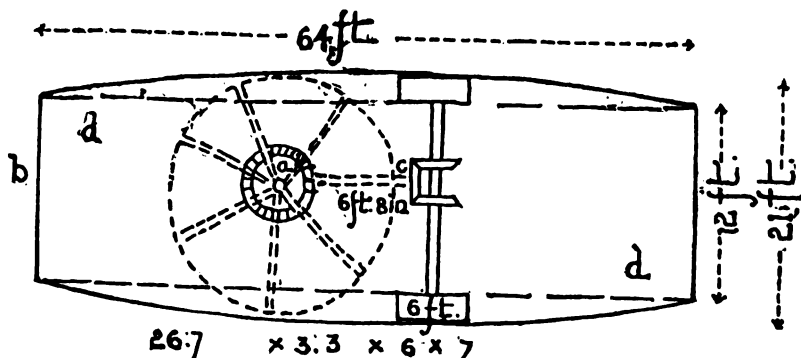
"Thursday, October 28th, 1841. Fair. To-day was the day appointed for the Hon. John Quincy Adams, and others interested, to go down to the Scituate shore and examine the place where it is proposed to open a new channel for the North River, between the third and fourth cliffs (so called). Accordingly, father and Capt. Parris (who used to live where Mr. Nath'l Smith now resides, in Pembroke), started for Marshfield in our chaise at half-past seven, A.M., and at eight o'clock I got into a carriage with Mr. A. Briggs, Jr., and we proceeded to the house of Mr. Luther Rogers (father of Clift Rogers, in Marshfield), having overtaken father and the captain, and rode in company for the last few hours. We waited at Mr. Rogers' for a few minutes, when Mr. Adams and the committee came along, moving from the house of Daniel Phillips, Esq. After some little delay we proceeded to Little's Bridge, where the company embarked for the beach. I, however, drove father's chaise to the ferry, and put up the horse in Capt. Luke Hall's barn, then went across the river and walked up to the Cliff, arriving at the same

time the company did who sailed from the bridge. Walked about the beach for an hour or two, and then re-crossed to the ferry. Soon after, started for home with Cousin Alden. Got home at two, P.M. Found Sarah Turner at home. Stayed at home in afternoon. In evening, husked ; also called at Mr. Estes'.

P. S.—When I came away from the ferry, Mr. Adams and the others had gone down in a boat to view the present mouth of the river. I understood the arrangement was for them to return to Mr. Rogers' to dinner, and at three to enter the Episcopal Church (Marshfield), where Mr. Adams will be introduced to the citizens generally, and make some remarks."

Luther Briggs adds, that the nearest they ever got to having a channel cut through the bar at the river's mouth, was when Luther Rogers, in explaining the plan (which Luther Briggs had taken great pride in drawing at that early age,) to Mr. Adams and the company at his house in Marshfield, he kept drawing his thumb-nail back and forth where the channel was to be cut, until finally it went through the paper. This was a sad sight for Mr. Briggs. He also adds that Mr. Adams did not speak upon the question of a cutting through the bar, as it was anticipated he would do when he went to the church, but branched right off into politics, much to the disappointment of those present. There was no ship-building carried on at the Brick-kilns after 1850. The "Catharine," in 1848, was probably the last vessel built there.

Plans were made, however, in 1850, for a *Horse-boat*, as it was called. This was a side-wheeler, to be run by a horse-power tread-mill. A plan of the boat is here given ; also copies of the old papers relative to it :





"DR SIR,—I have been to Hallowell and measured a horse-boat, which is sufficient for all the business done in crossing the river. Heavy teams are ferried across, without the least difficulty, with two horses—one on each side—the boat is 64 feet long & 12 feet wide—it swells above the hull what is called guard, as above in sketch to 21 feet in the centre or amidships—to the centre of the platform *a* it is 26 ft 7 from end *b*, this platform is framed by arms as you see all under deck, and the horses stand in stalls on the guards one facing one end of boat and the other the other end; three feet & three inches from the centre on a circle are cogs which match into a pinion horizontally; the shaft 6 ft. 8 inches long with a pinion *c* which match into coupling gear on the main shaft. The wheels are six feet diameter. By means of a lever at *d* the man readily changes the coupling and backs or goes ahead without stopping the horses—'coupling gear' is so well understood I do not need to explain it. Perhaps friction rollers are used under the platform. I should think it best but I did not examine or think to enquire. From deck to floor the hold is three feet 8 inches deep—bottom flat and steered at either end by a long oar easily unshipped. The boat is not turned around but goes as well one way as another. I went across in her to see how she went—one horse the man told me had been in the 'mill' ten years. You see by the construction you get 64x12 clear deck which will hold a great deal—and no danger of a blow up or a melancholy disaster. Many things you of course will readily understand such as scuttles over gearing to oil machinery & manner of putting on paddles to finish wheel & size of pinions & shafts. I did not think it worth while to send such things—as you wished the measure of the boat and not a full description of machinery and mode of working. I hope I have given you all the information you want, if not I will do so if you will let me know what you do want further."

"PEMBROKE, May 10<sup>th</sup> 1850.

The subscribers desirous of building a Tow Boat to be propelled by Horse power for the purpose of collecting & transporting sea manure from the vicinity of the mouth of North River & for bringing freight from the Packets from White's Ferry to all the landings as far up River as North River Bridge—agree to take the number of shares placed against our names.

The whole expense is estimated at Two hundred & fifty dollars & it is proposed to divide it into twenty-five shares at Ten dollars pr. share.

NAMES.	NO. OF SHARES.
Alex' Parris . . . . .	1
James H. Whitman . . . . .	2
John Cushing . . . . .	1
Robert Sylvester . . . . .	1

George H. Wetherbee	. . . . .	I
Capt. Luther Rodgers	. . . . .	I
Solomon Little	. . . . .	I
Thatch. Magoun Esqr.	. . . . .	12½

Remember that i have seen Mr. Thacher Magoun in Medford at his Ship yard this day Monday May 20<sup>th</sup> 1850 he agreed to take five or ten shares in the Scow that i am going to build and to call on him for the Cash at any time.

Remember i saw Mr. Magoun this Day at his (Barker Turner) house June 21, 1850 and he agreed to take ten shares in Boat."

I have been unable to find that the boat ever existed, except on paper. Thus ends the history of the Brick-kiln Yard, and the last ship-building in Pembroke.

## CHAPTER XII.

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ROGERS' YARDS.—1790-1819.

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GRAVELLY BEACH — DOGGETT'S FERRY.

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ISRAEL ROGERS, AMOS ROGERS, JOSEPH ROGERS, ASA ROGERS,  
ASA ROGERS, JR., SAMUEL ROGERS, THOMAS ROGERS, THOMAS  
ROGERS, JR., NATHANIEL ROGERS, JR., PELEG ROGERS, PELEG  
ROGERS, JR., LUTHER ROGERS.

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IT has been almost impossible to locate the different members of the Rogers family and their yards. None of the family, apparently, have been interested enough heretofore in their genealogy to look it up to any extent, and only by the most diligent examination of family records have the following facts been ascertained, as the names of the early members of the family scarcely appear on the town records. There were two yards,—one at Gravelly Beach, Marshfield, just below the present residence of Benjamin White, near where the saw-pit is now visible; the other was located where the present abutment of Little's Bridge rests on the Marshfield bank of North River. Peleg, Luther, and possibly Nathaniel, Jr., and Thomas Jr., built at the latter yard, but nearly if not quite all of the other ship-building members of this family built at Gravelly Beach, and all worked, at various periods, in nearly every yard on the river. The Rogers were skilled ship-carpenters, and if any one wanted a ship built on honor, a Rogers was his man. The following is a genealogy of the Rogers family, as complete as it has been possible to make it with the material now in existence. There is a tradition in the family that John Rogers and Rev. Mr. Witherell, who came into Scituate at the same time, were both related to John Rogers, the martyr, John being a

grandson; but this tradition needs verification before being accepted as correct.

Timothy Rogers was among the first of that name we find in Marshfield. He was b. 1690, and mar. Lydia, dau. of Israel Hatch, of "Two Mile." She was b. 1699. Their son *Israel*, b. 1722, was a ship-builder. He mar. Bethiah, dau. of Samuel and Rebecca (Howland) Thomas, Dec. 31, 1747, and they took up their abode near Gravelly Beach, in the third house from the river. Their children were: 1. *Israel*, b. Feb. 2, 1748-9; mar. Hannah Rogers. 2. *Nathaniel*, b. Sept. 1, 1750; mar. Bethiah Clift. 3. *Thomas*, b. June 8, 1752. 4. *Asa*, b. May 15, 1754. 5. *Abijah*, b. June 24, 1756. 6. *Araunah*, b. Nov. 5, 1758; mar. Deborah Davis. 7. *Bethiah*, b. Feb. 24, 1761; mar. Anthony E. Hatch. 8. *Howland*, b. Sept. 3, 1763; mar. Hannah Davis. 9. *Rebekah*, b. Dec. 3, 1766; mar. Ichabod Hatch in 1794. 10. *Samuel*, b. April 27, 1769. 11. *Mercy*, b. Nov. 11, 1772; mar. Ichabod Hatch in 1830.

*Thomas Rogers* Sr., (3) b. 1752, son of *Israel*; mar., Aug. 14, 1781, *Agatha* (or *Eggatha*), dau. of "Miller Ben" Hatch, whose thirteen sons and daughters were ancestors of many of the present Rogers and Hatch families. *Thomas* Rogers built in Colhasset as late as 1819, in which year he built there the sch. "Young James," 66 tons burthen, for James Collier and Abraham Hall. *Eggatha*, wife of *Thomas*, was b. June 14, 1762. *Thomas* built a house, which he occupied, on Cornhill avenue, near Mrs. Hannah Baker's. It was burned several years ago. He had children:

1. *Thomas Rogers Jr.* the ship-builder, b. July 18, 1782; mar., Sept. 15, 1803, *Lavinia Soule*, who was b. Jan. 21, 1784. By her he had one dau., *Jane S.*, b. May 15, 1804, who mar. Dea. Hiram Oakman, and is now living, the venerable mother of Col. Hiram A. Oakman, H. P. Oakman of Neponset, Otis B. and Nathan S. Oakman of North Hanover (who mar. two Brooks sisters), and Mrs. Henry Abiel Turner of Norwell. *Thomas'* first wife d. May 19, 1805, and he mar., 2nd, *Mary* (or *Polly*) Clift, Nov. 28, 1806. She was b. Nov. 14, 1787. By her he had four daughters: *Judith C.*,

b. Feb. 23, 1820, who mar. Adia P. Wilde, and left one or more descendants. Mary A., b. July 17, 1822. Lavinia, b. Aug. 9, 1825; mar. John L. Clapp. They have one child, Elton B. Clapp, now living in East Marshfield. Bethiah O., the youngest child of Thomas and Mary Rogers, b. April 29, 1827, is now living in East Marshfield, unmarried. 2. MARTIN, b. April 13, 1784; mar. Sarah Grinnell of Belfast, Me. 3. PHILLIPS, b. March 14, 1787, a ship-carpenter; mar. Judith Smith, of Duxbury, and removed to Medford. 4. AGATHA, b. July 25, 1795; mar. Nathan Williamson. 5. HOWLAND, b. Jan. 18, 1797, a ship-carpenter; mar. Philenda, dau. of Capt. Nathaniel Clift. He succeeded to his father's estate, but afterward sold it, and lived upon his wife's place on Clift, now Spring street, Marshfield. He had four children: 1. Wales Allen, who mar. Sarah A., dau. of Capt. Wales Tilden. 2. George Howland, who mar. Eunice Ann, dau. of Abijah Rogers; and they had one son, George Calvin, who mar. Eveline, dau. of Edwin Curtis, and now lives in East Marshfield. 3. Nathaniel Clift; and 4. Philenda Adeline. 6. WARREN, b. Oct. 9, 1804; mar., and removed to Lynn, Mass., where he has one son, Henry Warren, who is mar., and has two sons and one daughter.

*Asa Rogers* (4), the ship-builder, b. 1754, the fourth child of Israel, the pioneer ship-builder, mar., Dec. 13, 1781, Abiah, dau. of Edward Oakman, and lived on Cornhill avenue, where some of their grandchildren now reside. They had ten children: 1. ABIAH, b. Sept. 7, 1783. 2. SARAH, b. Nov. 9, 1785; mar. a Mr. Pratt of Boston. 3. ASA, JR., b. June 21, 1787; d. 1851. He mar. Ruth, dau. of Zaccheus and Ruth (Oakman) Rogers, and succeeded to the homestead; and had the following ten children, most of whom settled in Marshfield: Ruth L., b. Aug. 5, 1813; d. Jan. 2, 1818. Martha, b. Nov. 22, 1815; mar., 1st, a Mr. Studley; 2nd, a Mr. Day. Bethiah, b. Aug. 25, 1817; mar. N. J. Damon. Ruth L., the second, b. Dec. 6, 1818; unmarried. Augusta, b. Sept. 28, 1820; mar. Edwin Curtis. Louisa Forbes, b. May 18, 1823; unmarried. William, b. Jan. 21, 1825; unmarried. Edwin Thomas, b. Oct. 1, 1826; mar. Almaria Covell. Ann Caroline, b. July 27, 1829; mar. James Lambert. Mercy, b. Feb. 3, 1831; d. Feb. 20, 1834. 4. TEMPERANCE, the fourth child of Asa, Sr., the ship-builder, b. Oct. 12, 1788; d. in Malden, unmarried. 5. AMOS, b. Feb. 24, 1791; mar. and had sons:

John, who went to Warren, Me., and Josephus, a ship-builder of Bath, Me., where his children and grandchildren have succeeded to the business. 6. BETHIAH, b. May 25, 1792; mar. Wm. Smith, who kept the well known "Half-Way House" at West Scituate (now Norwell), on the road from Plymouth to Boston. They removed to Bedford. 7. ALICE, b. Sept. 19, 1793; mar. a Mr. Turner, of Boston, and had a son, Henry, with whom she lived in Malden after the death of her husband. 8. EDWARD, and 9. HENRY, twins, b. Aug. 23, 1796. Edward resided at South Boston, where he was at one time in partnership with his brother Henry, who was a master ship-builder at South Boston and at Medford. Henry was also for some time Quartermaster in the Charlestown Navy Yard. 10. THOMAS, b. July 21, 1802; mar., in 1826, Jane, dau. of Elisha Tilden, and removed to Medford, where they died, leaving three daughters, who have descendants.

*Samuel* (10), who built at Gravelly Beach, and lived where Benjamin White now resides, was b. 1769, the tenth child of Israel. He mar. Mary Rogers, who was b. May 3, 1772. He d. Aug. 2, 1832; she d. Feb. 20, 1812. They had six children: 1. RACHEL CLIFT, b. Feb. 8, 1784. 2. MARIA, b. Jan. 23, 1800. 3. ALFRED, b. Sept. 1, 1803, who has two sons residing in Boston: 1. Samuel, who mar., and has a son William F. 2. William A., who mar., and has two daughters, Mattie B., and Grace. 4. ZADOC, b. March 23, 1810. 5. SAMUEL, JR., b. Feb. 5, 1814; d. Aug. 12, 1817. 6. RACHEL W., b. June 12, 1818; d. Dec. 20, 1853.

Of the Little Bridge family, Peleg Rogers mar. Hannah Stevens in 1754, and had several children. Among them was *Peleg Rogers, Jr.*, the ship-builder, who mar. Jemima Eames in 1784. They had children: 1. Peleg, b. 1785. 2. Jedediah, b. 1788. (3. Isaac, who mar. Hannah Ford, and resided at the homestead, near Little's Bridge?) 4. Nathan, b. 1793; d. young. 5. Salome, b. 1794; d. 1882, unmarried. 6. Arthur, b. 1798, a ship-carpenter; mar. Sarah F. Lapham, and d. at East Marshfield, leaving descendants. 7. Isaiah, b. 1800; mar. Emily Tobey. He was a somewhat noted architect in New York. He came into possession of the old homestead, and sold it to its present owner, Amos F. Damon. 8. Laura, b. 1802; mar. Thaddeus Wheeler. 9. Jotham; mar. Louisa Bowker, of Bowker street, South Scituate. 10. Alden, b.

1807; mar. Adelino Humphrey, and resided at Seaview, Marshfield. He had quite a large family. One daughter mar. Amos F. Damon. 11. Susan D., mar. Isaac Ewell, and resides in Medford. 12. Amos; was killed by an accident in New York City, soon after his marriage, while working with his brother Isaiah.

Peleg and Hannah Stevens Rogers had a son Nathaniel, b. Aug. 6, 1757, (who mar. Hannah Ford, of Duxbury?). He lived "up the hill," in the house next south of Isaac Rogers.

Samuel, Jr., and Experience (Thomas) Rogers had a son, Simeon, b. 1737, who mar. Mary Clift; by her he had a son, Luther, b. Aug. 21, 1778, who became a master ship-builder. Luther mar., in 1802, Abigail L. Tilden, and lived in a large house, on a corner, at East Marshfield village, which he built for a hotel. It is now owned by his son, Alvin, who resides in Quincy. Of his other sons, Clift mar. a Quincy lady, where he was in the tannery business for many years. He now resides in East Marshfield; no children. Wales was a blacksmith in East Marshfield, until succeeded by his son, Marcellus W. He has one other son, James L., and four daughters, all married. Avery resides in East Marshfield, and has a son, Alfred, in South Boston. Luther, Jr., was a merchant at East Marshfield for many years. He mar. Lydia Clift, and they have had children: John L., b. 1836. Henry C., b. 1839 (who write their name "Rodgers," and both of whom are members of the well known leather firm in Boston). Herbert, b. 1845; resides in Quincy, and does business in Boston. Mary L., b. 1850; is married.

*Amos Rogers*

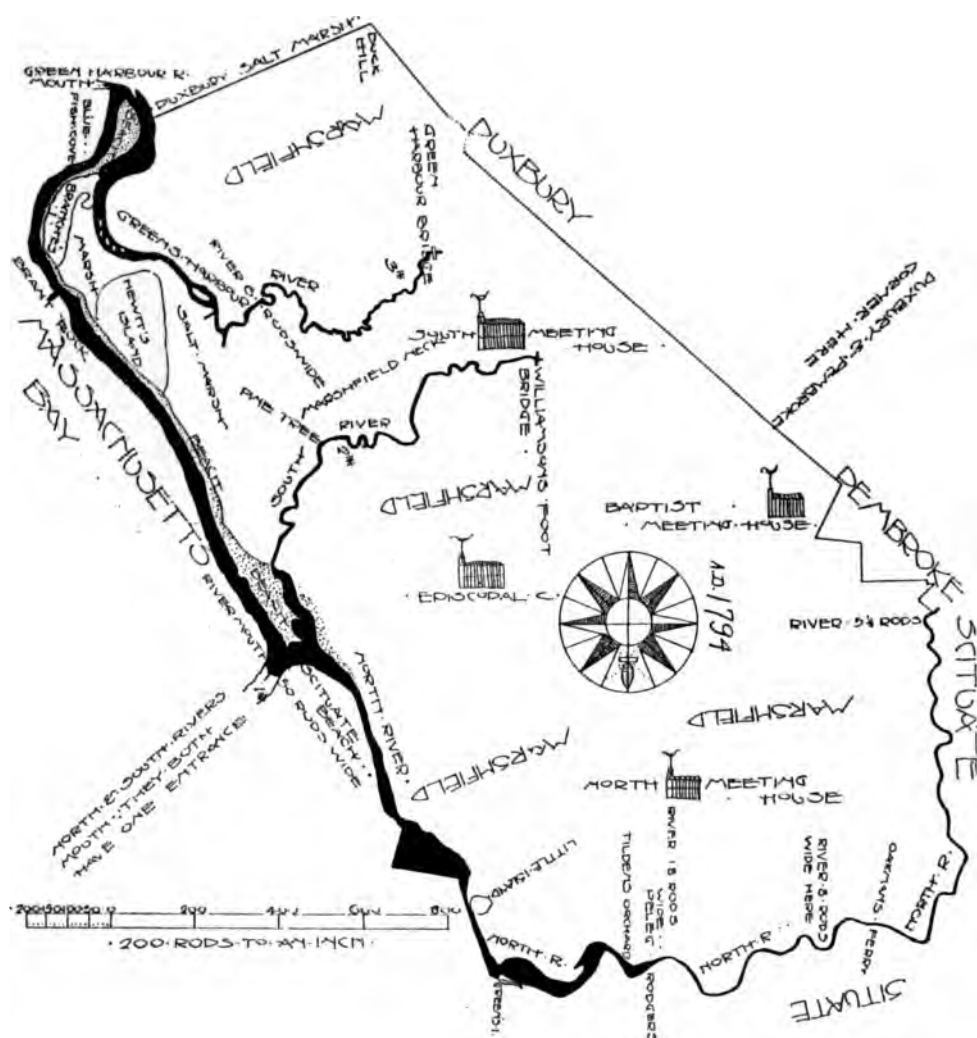
built in Marshfield, as early as 1792, the sch. "PERSIS," 90 tons, of Marshfield; Amos Rogers, owner. He built, in 1794, the sch. "NEPTUNE," 114 tons, of Marshfield; Amos Rogers, owner. In 1796, he

built the sch. "SALLY," 96 tons, for Thomas Lewis, Sr. and Jr., and Joshua Ellis of Boston. The last vessel registered as having been built by him was in 1798, the sch. "CONCLUSION," 109 tons, of Boston, afterward of Castine, Me.; Amos Rogers, builder, of Marshfield.

PRINCE HATCH built in Marshfield in 1801, at Capt. Joseph Hunt's ship-yard, which was probably located on the South







MAP OF MARSHFIELD, A.D. 1794.

River, a *schooner* for Gorham Lovell of Yarmouth, and Zenas Gage and Abner W. Lovell of Barnstable.

*Joseph Rogers*

a Quaker, built in Marshfield, in 1794, the brig "SISTERS," 83 tons, of Boston.

In 1795, the sch. "BETSEY," 121 tons, owned by Samuel Truant, Joseph and James Rogers, at Marshfield; also in 1795, the sch. "ELIZA," 106 tons, of Boston. Probably foundered at sea in 1807. Sheffield, in his book on "Commerce," published in 1783, says that "In New England, ship-builders build many vessels for sale; most of them are bought in Great Britain." He says that an English contractor paid in New England "£75 sterling for a mast of 33 in. diameter." In some old newspapers are found the following items of interest to Marshfield people. From the *New England Weekly Journal*:

"On or about the 23d of February, 1728, Capt. Bass, in a fine large ship belonging to Boston, coming from the Bay of Honduras, run ashore on or near Marshfield Beach, and is not likely to be got off, though most of the cargo will be saved."

From the *Massachusetts Gazette and Boston Weekly Newsletter*:

"On Wednesday last," (Thursday, April 10, 1766,) "the Rev. Mr. William Shaw was ordained to the Pastoral care of the Church at Mansfield (or Marshfield)."

"Last Sunday" (Thursday, Nov. 22, 1770,) "was married, at the church in Marshfield, by the Rev. Mr. Thompson, Pelham Winslow, Esq., of Plymouth, Barrister-at-Law, and eldest son of the Hon. Gen. Winslow, of Marshfield, to Miss Joanna White of that town; a lady possessed of virtues and accomplishments which tend to render marriage not only agreeable but honorable."

From *Boston Evening Post*, July 20, 1772:

"Died, at Marshfield, John Gooch, Esq., late of this town (Boston)."

From *Boston Evening Post*, Dec. 7, 1772:

"Died, at Marshfield, Mrs. Mary Winslow, consort of the Hon. Gen. Winslow."

From *Boston Gazette & Country Journal*.

"April 25, 1774, Died at Scituate, Gen. Winslow."

Martin Rogers, one of the old ship carpenters, boarded at one time with a Mr. Phillips. The sameness of the table made

them wish for a change, so one day when Mr. Phillips invited Mr. Rogers to ask the blessing at the table he said, "Dear Lord, by the means of beef and beans are our lives preserved. We thank God we are not starved." Israel Rogers built many vessels at Gravelly Beach prior to 1790.



son of Israel, built at Gravelly Beach from 1794 until 1803 and possibly later. He built in 1794 the sch. "FEDERAL GEORGE," 103 tons,

of Marshfield. Isaac Winslow, owner. During the six months ending July 27, 1796, he built the *snow* "PACIFIC TRADER," 141 tons, for Martin Bicker & Son of Boston. She had two decks, three masts, was 53 ft. long, 21 ft. broad, and 10 ft. deep. A snow was a vessel equipped with two or three masts resembling a main and foremast of a ship and three small masts abaft the mainmast carrying a trysail. They were much used in the merchant service during the Revolution. There was built at Gravelly Beach by Asa Rogers in 1796 the sch. "THREE FRIENDS," 32 tons, Joseph Hunt of Marshfield, owner, and in 1798 the sch. "LUCY," 39 tons, Jesse Dunbar and Asa Vinal of Scituate, owners. In 1799 the sch. "CAMERON," 98 tons, of Boston, was built at Marshfield by Asa Rogers, shipbuilder. In 1801 he built the sch. "FOUR FRIENDS," 75 tons of Plymouth. The last vessel we have found recorded as having been built by him was one he built in Scituate, but at what yard is not known. This was in 1803 the sch. "MORNING STAR," 82 tons. Owners, Jesse Dunbar, Asa Vinal and Eli Curtis of Scituate. Built at Scituate, Asa Rogers M. C. In 1799 he built his second schooner named "*Federal George*," 86 tons, for George Keith, Jr., of Marshfield. This vessel he built at "Keith's Building Yard," on South River. He used to walk to Boston after setting his men to work in the yard and walk back in time to discharge them at night. He has also been known to walk to Medford Saturday night and leaving there Monday morning arrive in Marshfield in time to go into the yard with the men; and the ship carpenters began work soon after sun rise in those days. Asa's son Edwin T. Rogers, (who has furnished the author much information and is now living at Marshfield Two-Mile,) used to say he wished he could live to see the day that there would be no shipbuilding on

North River. His reasons were because he had to take his father's dinners across the meadow where the water was sometimes nearly up to his waist and in the winter the snow was very deep and often slushy. Edwin T. Rogers was a ship carpenter for many years. There is a tradition in the Rogers family that Asa, Jr., with Amos and possibly Samuel, built at Gravelly Beach the "*Hornet*," the war vessel which became celebrated during our last war with England. Tradition also says that this vessel was lost during the Mexican war, being sunk by the enemy, and that William Henry Rogers, a past midshipman, swam five miles to land. Instead of the U. S. man-of-war, "*Hornet*," the vessel built here was undoubtedly a privateer of the same name.

*Benj. Rogers*, who was either agent or captain of the sloop "*Allbion*," in 1823, was brother of Isaiah and lived in Marshfield where Clifford Rogers, his grandson now resides. Stephen Rogers, a Quaker, and a prominent man of his day, lived in the Block-house, Marshfield, where H. W. Nelson, Esq., now resides. Marshfield has always been famous for the fires that have occurred within its borders. The following is found in an early number of the *New England Weekly Journal*.

"On Wednesday last the 24, current" (May 1727) "two houses were burnt at Marshfield standing several rods distant from one another. It seems that in the house where the fire began a young man had in the afternoon of the foregoing day been combing wool, and having occasion to put some coals into his comb-pot, a small one happened to fall into a chink of the floor, which he espying, poured into the place almost a pail of water, and concluding that the fire was utterly extinguished took no further notice of it; but about two hours before day the woman of the house awaking, perceiving the house to be on fire, she immediately called up her children, who had not time to dress themselves but were glad to escape without their clothes. There was an aged man in the house (the woman's father) whom they had much ado to get out. The substance of what was saved out of the flames was a few beds and some pewter."

The following is taken from the *Boston Chronicle* for 1768, (April 18-25):

"We hear from Marshfield that last week a farmer in that place burning some brush on his land during a high wind, the flames spread and set the woods and fences on fire for near three miles, greatly to the damage of the people in that place."

There used to be a young man who came down to one of the yards to see the ship carpenters and who was not called very bright. One day he was telling about a great fire in Marshfield woods, when he said what grieved him most was to see

the poor little rabbits running out of the woods with their tails burned off.

*Samuel Rogers*, who lived in the house now occupied by Benjamin White at Gravelly Beach, built at Gravelly Beach, also at Hanover and in the Brick-Kiln Yard, Pembroke, and Wanton Yard, Scituate. He was at one time in partnership with the Fosters. He built in Scituate in 1817, the slp. "NANCY," 75 tons, of Scituate. Owners, Jonathan Stetson, Chandler Sampson, Stephen and Luther Rogers, and Asa Sherman, of Marshfield, and Elias Magoun, Pembroke, and Elisha Foster, Jr., Scituate. Built probably at Foster's Yard. We have been unable to ascertain the names or histories of any vessels built by him in Marshfield, though there are quite a number of models in existence of vessels he built at Gravelly Beach.

*Capt. Thomas Rogers, Jr.*, brother of Samuel, and son of Thomas, lived at the head of the lane that leads up from Gravelly Beach. He was a liner, that is, he lined for planking vessels, which took great skill. He also worked in Medford, in Boston, and on Campobello Island, in the Bay of Fundy. He built, in 1820, the sch. "RACHEL," 59 tons, of Marshfield.

DISTRICT OF MASSACHUSETTS.

SURVEYOR'S OFFICE,

PORT OF HANOVER.

I do Certify that the schooner named the *Rachel* of Marshfield is american built that she has one deck two masts her length is fifty seven feet Eight Inches her Breadth is sixteen feet six  $\frac{1}{4}$  Inches her depth seven feet two  $\frac{1}{4}$  Inches and measures fifty nine ton 66-95 has a square stern has no Galleries & no head (and that her name and the name of the port to which she belongs are painted on the stern in the manner required by the third section of the Act for registering ships or vessels of the United States)

Given under my hand at Hanover aforesaid this third day of May one thousand Eight hundred & twenty.

*John B. Bartlett* Surveyor.

We Constant F. Oakman, Samuel Joyce, Samuel Joyce Jr. James Keith, Samuel Oakman, Hatch Oakman, John Jones, Joseph Clift, Jr. owners of the aforesaid schooner do agree to the foregoing description and measurement.

*Constant F. Oakman*  
*Samuel Joyce*  
*Samuel Joyce Jr*  
*John Jones*  
*Samuel Oakman*  
*Hatch Oakman*  
*James Keith*  
*Joseph Clift Jr*

*Nathaniel Rogers, Jr.*, built in Marshfield, probably at Little's Bridge, in 1794, the sch. "ELIZA," 98 tons, of Boston. The following is a copy of the certificate of the "Eliza," signed by Mr. Rogers, which was *not* written by him, but by the Justice before whom he signed :

"these may sartyfi that I built the schooner Called the Eliza in marshfield in the County of plyouth Said Schoner Layed at mr. John hanes worf in Charlstown on the Last Crimas day which had her foremast taken out by Reaisen of her for mast being Sprong on her payeseg from marshfield to Charlstown the Said Schoner is now oned by mr. Samuel Toby of Charlstown the said schooner is Singel deak with a Round stern.

*Nathaniel Rogers Junior*

marshfield 13 January 1795."

As has been previously stated, before Little's Bridge was built there was a ship-yard located on the site of the present abutments of the bridge, on the Marshfield side. This yard

was occupied by Peleg, father of Isaiah Rogers, and by others of the Rogers family. It was not far above the Carver & Taylor Yard. Peleg Rogers set out the large tree now standing near the bridge. He is said to have made the first model of a certain style of vessel that was ever made.

*Peleg Rogers*

built at Little's  
Bridge, in 1795,  
the ship "ARGO,"  
221 tons, of Bos-

ton; owners, Albert Smith, of Hanover, and others. The "Argo" was a double decker with three masts, 66 feet keel, 24 feet beam, 15 feet depth of hold. This was probably the vessel referred to in a letter addressed to Stephen Gorman, or Gorham, Boston, and dated at Hanover, March 10th, 1795. The writer says:

"Mr. Rogers has met with some difficulty in procuring a few particular sticks of timber. I have urged him to hasten your ship, and not scant her in depth of hold. She will be so good a vessel that particular attention should be paid to have the rigging of the best quality."

There was built here, in 1798, by the Rogers', the sch. "REINDEER," 20 tons; owners, Jedediah and Luther Little, at Marshfield. In 1800, the brig't'n "GEORGE WASHINGTON," 131 tons, of Boston, was built at Marshfield by Peleg Rogers, ship-builder. This vessel was later sold to Nantucket, and used in the wine trade. In 1818, she left the Azores full of wine, but never was heard of after. Peleg Rogers built, in 1800, the sch. "RUBY," 28 tons; owned by Daniel, Timothy, Nathaniel, Isaac, and Peleg Rogers, Marshfield. She was afterward sold to Provincetown. The last vessel we have found recorded as having been built by Peleg Rogers, Jr., was the sch. "Trial," 94 tons, which he built at Deer Island, in the Harbor of Boston, in 1804, for Joseph Hunt of Marshfield.

Thomas Rogers, Jr., was master carpenter, in 1819, of the packet sloop "ABIGAIL LITTLE," 20 tons, built and owned by Luther Rogers, at East Marshfield village. This vessel was built on land near the house of Luther Rogers. Farming was rather dull, and Mr. Rogers found that he could make more by building vessels on his farm than in raising vegetables. He took this vessel to the river at Little's Bridge, in the winter time, on sleds, and launched her on the ice. She was run as a

packet between Boston and North River for a time, but was afterward sold to Chelsea. It has been stated to the author that Luther Rogers also built the sloop "TRADER," on land back of where Alvin Rogers lived; but no records have been found to prove the fact. It is said this vessel was swung on sets of wheels, which were drawn by oxen to Little's Bridge, where she was launched, and that she was afterward converted into a steam vessel, and sold down East. Luther Rogers built two or three small vessels at his home place, and conveyed them to the river. One was made as an open "gundalow," or scow, and afterward lengthened, covered in, and made into the packet "PICO." \*

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\* See Chapter on North River Pilots.



## CHAPTER XIII.

### WANTON YARD. — 1670-1840.

EDWARD WANTON, ROBERT BARKER, EBENEZER STETSON, SNOW STUTSON, BENJAMIN DELANO, WILLIAM DELANO, SAMUEL HARTT, WILLIAM H. DELANO, BENJAMIN F. DELANO, JOSEPH CLAPP, ELISHA FOSTER, ELISHA FOSTER, JR., SETH FOSTER, SAMUEL FOSTER, WALTER FOSTER, SAMUEL ROGERS, ELIJAH BROOKS, J. TURNER FOSTER, CUMMINGS LITCHFIELD, JAMES S. BURNILL.

THE Wanton Yard was on the old Wanton estate, located on the Scituate side of North River, a little east of, or below, the present residence of Samuel C. Cudworth, Esq. The old yard was later divided by a wall, thus making two yards, which were used separately during the last century and the early part of this. Edward Wanton began ship-building here, probably, as early as 1670, and vessels are recorded as having been built by him as late as 1707. Tradition says he came from London. He appeared in Boston before 1658, and in 1659-61 assisted at the execution of Quakers. He soon became deeply sensible of the cruelty, injustice, and impolicy of these measures, and was greatly moved by the firmness with which they met death, and won by their addresses before their execution. He finally returned to his house, after one of these executions, saying, "Alas! mother, we have been murdering the Lord's people." He took off his sword, with a solemn vow never to wear it again. From this time, he conversed at every opportunity with the Friends, and soon resolved to become a public teacher of their faith. In 1661, he purchased a farm of eighty acres of William Parker, in Scituate, a little below Till's, or Dwelley's Creek, where the river sweeps so grandly through the upland.

Here he conducted the business of ship-building. His house stood near the bank of the river, on land afterward improved as part of the ship-yard, and where was located one of the work-houses in 1830. As a teacher of Quakerism he was quite successful, and soon gathered a large congregation, and won many followers from the prominent families of the town. He had nothing to fear now, except the minor persecutions, as corporal punishment, in this connection, was forbidden by King Charles about 1661. In 1678, the Society became so numerous as to necessitate the building of a house of public worship, and a small piece of land was purchased that year, of Henry Ewell, and a house erected. This was located on the site of the garden of the late Judge William Cushing. Later, another house of worship was erected on the Wanton estate. This house is now in Pembroke, part of it having been removed, and now occupied as a residence by Charles Collamore. The remainder is still used by the Society of Friends, who worship there, having at the present day between twenty and thirty members. Tradition says the house was moved from the old Wanton estate to its present location, *via* North River, on "gundalows." One of the many persecutions Wanton and his followers were subjected to, was, in "1678 Edward Wanton (of Scituate) for disorderly joining himself to his now wife in marriage in a way contrary to the order of Government is fined £10;" and no doubt their persecutors, if allowed, would have punished and tortured them as were forgers and thieves, an instance of which is given below, taken from an early paper:

"We also hear from New London, that at the Superior Court Holden there the 30th of March last, (1727) one William Warkins was Tried for Theft, found Guilty, and Sentenc'd to be Branded, and his right Ear cut off, which was done the same Day: He intended to have had his Ear put on again, but being unskillful in Surgery, he kept it 'till it was dead, that it was attempted in vain: so that as the poor man could not do as he would, he must e'en do as he can."—*The New England Weekly Journal*.

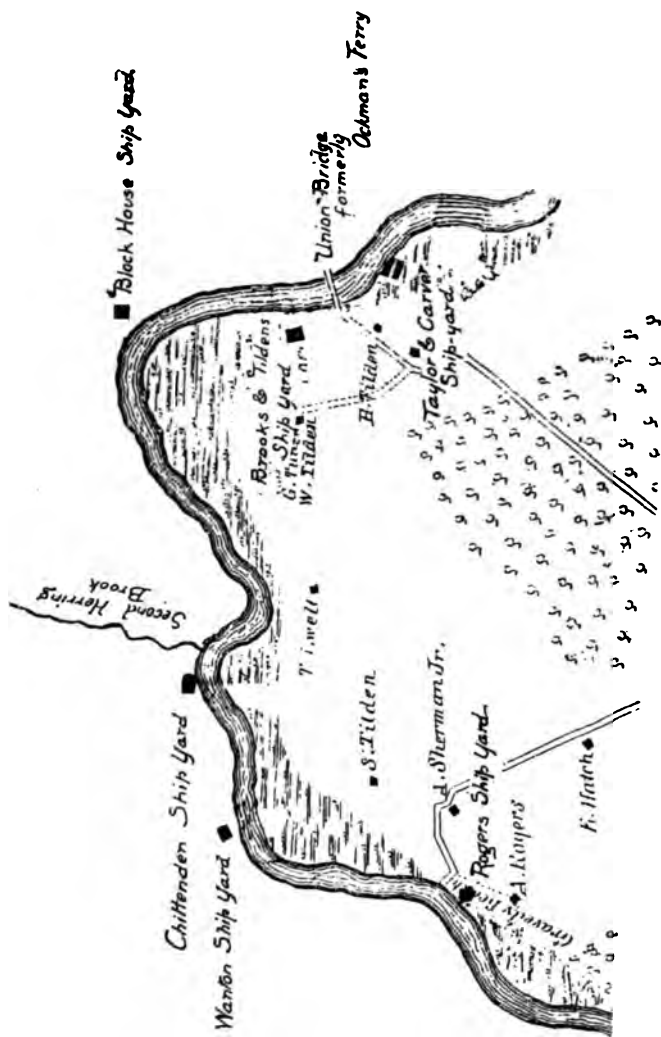
Edward Wanton died Oct. 16, 1716, aged 85, and was buried on his own plantation, on a rise of ground below the ship-yard. Some of his and several of the Rogers family were buried here later, and the land probably belongs to their descendants; and though it has been trespassed upon by vandals, in times past, we hope some action may be taken by the town, ere long, to protect it hereafter. Members of the Wanton family are also buried in the "Old First Parish Cemetery," opposite School-house, District No. 6. Deane gives some interesting and

amusing anecdotes about the Wanton's, in his "History of Scituate," to which the reader is referred. Edward left quite a family. William and John were invited to Court, in England, in 1702, and Queen Anne granted an addition to their coat-of-arms, and presented to each a silver punch-bowl and salver for their daring and successful capture of pirate and French vessels in 1694-97. Undoubtedly, the vessels the Wantons used in their captures were built by their father, on the North River. The Wanton family furnished three Governors for Rhode Island: William, son of Edward, was Governor during 1732 and 1733. Gideon, grandson of Edward, was Governor from 1747 to 1748; and William's son, Joseph, another grandson of Edward, was chosen Governor in 1769, and re-elected for six consecutive years. Edward's son Joseph, father of Gideon, removed to Tiverton in 1688, and was a ship-builder at "the narrows, or gut." The ministers who came later to Scituate undid much of the teaching of Edward Wanton, and few, if any of the Quaker sect are now left there. One of the first ministers of Scituate was the Rev. Nathl. Eells, who preached for about fifty years following the year 1702. He is described as one of the best "old-fashioned men" that ever lived in town. Later, Dr. Barnes was pastor here. He was not an educated man, but substantial, and knew when and how to make a good point. He was very popular, always listened to by large audiences, and had a singular way of speaking, starting a sentence in his ordinary tone of speech, then dropping his voice very low on the last few words. He once undertook to give the character of Joshua of old, as follows: "He rose gradually, went slowly, but at what period he arrived we do not know." Here is an anecdote they used to tell in the ship-yards about Dr. Barnes: Dr. Barnes said he "ate a red herring one morning, rode all day in the rain, and came home at night dry." An old ship-carpenter, in attempting to tell the story after him, said, "Dr. Barnes ate a red herring in the morning, rode all day in the rain, and came home at night and was not wet." Below is the record of the death of another Scituate minister, clipped from an old paper:

"Scituate. (Mon. Jan. 13, 1766) Mr. Elijah Packard (formerly Minister at Scituate) was frozen to death in walking over the Neck from Kennebec to Sheepscut."—*The Boston Gazette and Country Journal*

Also an account of the death of the Rev. Mr. Bourn from *The Boston Chronicle* for 1763, Aug. 8-15.





MAP OF NORTH RIVER FROM GRAVELLY BEACH TO TAYLOR'S SHIP-YARD.  
(The river flows from left to right.)

"Yesterday died at Roxbury of a paralitick disorder, under which he had been languishing several years, the Rev. Shearjashub Bourn, who for a long course of years was a minister in the first parish of Scituate and removed from thence to Roxbury soon after his first indisposition had prevented his being farther useful in the ministry."\*

*Edward Wanton* was a very successful ship builder. He built many vessels for Benjamin Gallop of Boston. For three years, at least, 1700-01-02, *Robert Barker* was in company with him. Robert Barker was son of Robert and ancestor of the Pembroke family of Barkers. The first record of any particular vessel being built here was for Benjamin Gallop in 1692, slp. "BLACKTHORNE," 30 tons, Capt. Holland; owner, Benjamin Gallop. Later, vessels were built here as follows: 1694, slp. "HOPEWELL," 40 tons, Capt. Joseph Vickars; owner, Benjamin Gallop, Boston. 1694, bark "MARTHA & ELIZABETH," 70 tons. Owners, Robert Howard, Giles Dyer, Merchants, William Everton, Benjamin Gallop, William Wallis and Florence Maccarty, of Boston. Also in 1694 brig't'n "MARTHA and ELIZABETH," 70 tons, Capt. John Halsey. Owners, Robert Howard, William Everton, Benjamin Gallop, William Wallis, Giles Dyer and Florence Maccarty, Boston. In 1698, slp., afterwards brig't'n "BENJAMIN," 20 tons, Capt. William Cole. Owner Benjamin Gallop of Boston. In 1699 slp. "UNITY," 30 tons, built at Scituate, Benjamin Gallop of Boston, owner. Also the same year, 1699, ship "DOVE," 100 tons. Owners, Capt. John Pullen, John Foster, Robert Howard, William Everton, John Hobby and Benjamin Gallop, all of Boston. Also the same year 1699, slp. "HOPEWELL," 30 tons, built at Scituate. Owners, Richard Claton of St. Christopher, merchant, Richard Shute, Andrew Belcher, and Mary Edward, widow, of Boston, James Sawyer, Gloucester, and Edward Wanton of Scituate. Capt. Richard Shute.

Robert Barker built in company with Edward Wanton, commencing about 1700, when they built the brig't'n "SARAH & ISABELLA," 50 tons. Owners, Capt. Thomas Tomlin, Robert Wing, William Tilly of Boston, Edward Wanton and Robert Barker of Scituate. Also in 1700 brig't'n "HANNAH," 60 tons. Owner, Benjamin Gallop, and the same year, 1700, slp. "MARY," 20 tons, Capt. Joshua Cornish. Owners, Benjamin Gallop, Thomas Thornton, Boston, and Edward Wanton and

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\* See Scituate Harbor Yards.

218 VESSELS BUILT BY EDW. WANTON AND ROB'T BARKER.

Robert Barker of Scituate. In 1701 slp. "MARGARET," 20 tons, Capt. Benjamin Thaxter. Owner, Benjamin Gallop. Also the same year 1701, slp. "HOPEWELL," 30 tons, Capt. Jonathan Hender. Owners, Benjamin Gallop, Benjamin Alford, Adam Winthrop, Florence Maccarty and James Barry, all of Boston. In 1702 the brig't'n "ADVENTURE," 60 tons, Capt. John Halsey. Owners, Benjamin Gallop and John Devine. Also the same year, 1702, brig't'n "ADVENTURE," 40 tons, built at Scituate. Owners, Henry Franklin, Benjamin Gallop, Florence Maccarty and John Devin, Boston, and also the same year, 1702, slp. "EXPENDITURE," 40 tons, Capt. Edward Lloyd. Owners, Thomas Peterson and Daniel Zachary, of Boston, and Edward Wanton and Robert Barker of Scituate. In 1705 brig't'n "ENDEAVOR," 80 tons, built at Scituate. Owner, Benjamin Gallop of Boston. In 1706 slp. "HOPEWELL," 20 tons, built at Scituate. Owner, Benj. Gallop of Boston. In 1707 brig't'n "ADVENTURE," 50 tons, built at Scituate. Owner, Benj. Gallop, of Boston. Also the same year 1707, slp. "MARY," 20 tons, built at Scituate. Owners, Tobias Oakman and Joseph Tilden of Marshfield and Edward Wanton of Scituate. Many of these vessels were built for privateers and used as such during the French War. Nothing has been found relative to the vessels built later by the Wantons as most of the records of ship building for over sixty years following are missing. The above therefore is only a partial list of vessels built at this yard during the early times. Edward Wanton like all of the well-to-do citizens of his day kept slaves and in following the history of Wanton, there is found one slave that gave him much trouble, by continually running away. First, in an old paper there appears the following:

"Ran away from his master *Edward Wanton* of Scituate *ship carpenter* the 2nd of this inst. September. A mulatto man Servant named Daniel about 19 years of age pretty tall, speaks good English, thick curled Hair, with bush behind, if not lately cut off, Black hat, cotton and linen shirt. He had with him two coats one a homemade dyed coat, the other a great coat dy'd and muddy color, striped homespun jacket Kersey Breeches, gray stockings, French fall shoes. Who so ever shall take up said Runaway servant and him safely convey to his above said Master at Scituate or give any true intelligence of him so as his Master shall have him again, shall have satisfaction to Content beside all necessary charges paid."—*Boston News Letter*, Sept. 22. 1712.

From the following, it appears that he ran away two years later from Edward Wanton's son-in-law, John Scott:

"Ran away from his Master, John Scott, the 17th of this instant August. A mulatto man named Daniel formerly belonging to Edward Wanton of Scituate; he is indifferent, tall and slender, *by trade a shipwright* but 'tis thought designs for Sea. Who so ever shall stop, take etc., and bring him or give notice of him to his master at Newport, R. I. shall be well rewarded and reasonable charges paid."—*Boston News Letter, August 23rd, 1714.*

The will of Edward Wanton dated in 1716 gives :

"To daughter Elizabeth (Scott) a mallato boy called Daniel, if he be found he being now run away."

Josiah Barker was Naval Constructor at the Charlestown Navy Yard from about 1810 until 1842, when he was appointed Naval Constructor at the Portsmouth Navy Yard, where he built the ship of war "Portsmouth." He was a descendant of *Robert* and served his time on the banks of the North River, and built many years in St. Andrews, St. Johns, Westport, Weymouth and Pembroke. While at the Charlestown Navy Yard he rebuilt the frigate "Constitution." The "Virginia," 74, was built by him; also the "Frolic," 22, "Independence," 74, and many others.

In 1730, *John Stetson*, a descendant of Cornet Robert, purchased the Wanton estate, and ship-building was carried on here by the Stetsons. The only records apparently in existence now, of the vessels built by the Stetsons, are those of the few built by Ebenezer & Snow Stetson. Tradition says that vessels were built at "Bald Hill" by the Stetsons, which may be the fact; but as it is in doubt at which place they built, all the history of them, and of their ship-building, which the most diligent research has discovered, will be put into this chapter. That Ebenezer and Snow Stetson built vessels at one of these yards, it is certain, and possibly at "Bald Hill," or "Ball Hill." There is some question as to the origin of the name of this hill, situated on the old Michael Ford place, on the bank of North River. Mr. Cyrus Turner says its true name is "Ball Hill," and gives as his authority, or reason, that balls or dances were given there, on platforms, "in ye olden time," and that the old Hanover Artillery used to go there to practice, with ball and powder, shooting at a target on the Brick-kiln side of the river. It is true that dances were held, and the Artillery did practice here; but the true name is probably "Bald Hills," as the earliest records speak of them as such. In the church record of the Rev. Benj. Bass, under date of Oct. 27, 1741, is recorded the



death of William Ford, "drowned in the North River, near BALD HILLS, and found about a week after." John Tower says, when very young he asked an old man why it was called "Bald Hill," which he always understood to be the name, and he replied by taking off his hat, and rubbing his smooth pate with his hand, saying, it was because it was as destitute of trees as his head was of hair.

*Ebenezer Stutson* built, in 1748, a *ship* for George Stutson. In 1749, a *schooner* for Capt. Jonathan Tilden; and the same year, 1749, the brig't'n "WILLIAM CLIFT," built, owned, and commanded by Eben. Stutson. Matthew Stutson did the iron work. Ebenezer and Snow Stetson were descendants of Robert Stetson, commonly called "Cornet Robert," because he was cornet of the first Horse Company raised in Plymouth Colony in the year 1658, or 1659. Tradition says he came from County of Kent, Eng. He settled in Scituate in 1634, on the North River. His house stood on a sloping plain near the bank, and an unfailing spring, which supplied him and his descendants with water for two hundred years, still marks the spot. (See Third Herring Brook.) William, son of Robert, and great-grandson of Cornet Robert, was grandfather of William, of Medford, and of Stephen. He died in 1761, his body being found in North River, opposite his house, under circumstances of a very suspicious character. Cornet Robert had, among other children, a son, Capt. Benjamin, b. Aug., 1641. His son Benjamin was b. Feb. 16, 1668; mar. Grace Turner, Jan. 22, 1690. Their son Matthew, b. Nov. 5, 1690; mar. Hannah Lincoln, Sept. 24, 1730. Their son Matthew, b. Aug. 24, 1731; mar. Mary Randall, of Pembroke, Feb. 5, 1761. Their son Matthew, b. March 3, 1763; d. June 9, 1782, of fever, in Boston.

THOMAS, b. Dec. 11, 1639, was the third son of Cornet Robert. His son Ebenezer was born in 1693, and is buried on Church Hill. He is said to have been a very zealous churchman, and built the church on Church Hill, So. Scituate, at his own expense. The church here was originally founded July 28, 1725, by Dr. Timothy Cutler, of Boston, who conducted divine service, after the Church of England form, in the North Meeting-house at Scituate, which stood almost opposite the residence of the late Hon. Geo. Lunt, and where his family now reside. The church edifice was erected on Church Hill (now in Norwell) in 1731, and torn down in 1810. The tim-

ber was in such good condition that part of it was used in the construction of the residence now occupied by Mr. James T. Tolman, on Oakland avenue, near Hanover Four Corners, it being built by the then pastor of the church. The old panels may now be seen in the dining and other rooms.

Snow Stetson, son of Ebenezer, b. March, 1730; mar. a French lady named Dupee, in Newport, R. I., and d. in the West Indies, aged 27. Their son, *Snow Stutson*, mar. Lydia Tolman, of Scituate, Dec. 7, 1780, and d. in Bridgewater, leaving a widow and several children, who moved to Buffalo, N. Y. He kept a tavern in Scituate before removing to Bridgewater. Capt. Thomas, a ship-master, was b. 1752, and was great-grandson of Thomas of 1639. Ebenezer of 1693, had also a son *Ebenezer*, b. Dec. 12, 1728, who d. in Antigua, W. I., 1768; and a grandson Ebenezer, b. 1761, who lost his right leg while in the navy, during the Revolution, on board the privateer "Viper," in the engagement with the "Resolution," 1780. His descendants live in Cambridge, Medford, and Boston.

JOHN, son of Sergeant Samuel, who was fourth son of Cornet Robert, built the first tide mill at the Harbor, and in 1730 purchased the noted Wanton estate. Here he had a ship-yard, and many ships were built here during his time. His son Samuel, b. 1748, mar. Mary Clapp, of Scituate. He was a great singer and a shipwright, probably continuing the business in the Wanton Yard. He d. 1788.

*Snow Stutson* built the gambrel-roofed house opposite the present residence of Chas. Randall, in Pembroke. Wm. J. Baker occupied the house before the present resident, Nathan Howard. Capt. Silas Morton's daughter, who now lives in Dedham, at the age of ninety-three, writes: "I remember Snow Stutson very well. He lived opposite my father's for many years, and was a brilliant, handsome man, but not of strong principles. While living there, he married Lydia Tolman, of Scituate, and they had a large family of children. Three daughters and one son lived to adult age. The oldest daughter, Eliza, married for her first husband a Mr. Larkin; after his death, Mr. Clapp. She had no children. The next daughter, Lydia, married a Mr. Athearn, and left three children, who now reside in New York State. Miss Eliza and Miss Frances lived at Niagara; George, I do not know where.

Snow Stetson's son John lived in Bridgewater, where Snow Stetson finally went, and, in his old age, while under an aberration of mind, committed suicide. His wife received a pension after his death, so he was probably in the Revolutionary army."

Geo. F. Athearn now lives at Niagara Falls, N. Y. Fanny is dead, and her sister Eliza's mind was so affected by the loss that it became necessary to place her in an asylum, where she now is. These two are the only direct descendants of Snow Stetson now living. In 1783, the sch. "HOPE," 38 tons, of Boston, was built on North River, and owned by Thomas Walter of Boston, Snow Stutson of Scituate, and others; Peleg Rogers,\* master. Snow Stutson built, in 1785, the sch. "INDUSTRY," 42 tons, owned by him and Elisha Briggs.† In 1786, was built the sch. "SALLY," 54 tons, owned by William and Stephen Vinal, Nathaniel Wade, Jr., Thomas Mann, and Snow Stutson of Scituate; in 1787, the sch. "AMERICA," 47 tons, owned by Joseph Tolman and Snow Stutson, who was master of her in 1790; and in 1794, there was built here the sch. "BACHELDOR," which ran to North Carolina; also, in 1796, the sch. "INDUSTRY," for Capt. Cook, Witherell, and Covill; and in 1796, the brig "PACIFIC." Thomas Stutson, of Scituate, went mate of her, and S. Dunham, captain. She was used as a blockade runner, and for smuggling goods from Havre-de-Grace to Lisbon and back. Ebenezer, a descendant of the above Ebenezer, helped build this last vessel. Snow Stutson had been appointed Inspector of Vessels for the District including Hanover, Scituate, Pembroke, and Marshfield, prior to 1793, and probably gave up ship-building, as in 1801 we find him master of the sch. "Polly," of Scituate. Many descendants of the Stetson family were ship-builders or carpenters, and many learned their trade here and built elsewhere. Prominent among them were Ebenezer Stetson, d. March 14, 1881, aged 93 years, 5 months, buried at the First Parish Cemetery, Scituate; and Matthew, d. July 29, 1888, aged 71 years, buried at Church Hill. Thomas Stetson is buried in Hatchville. George Stetson, son of Melzar and brother of Matthew, is now living at Medford. The following are members of the

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\* See Roger Yards.

† See Brick-kiln Yard, Continued Chapter.

Stetson family who were ship-carpenters, and went from Scituate to other ship-yards :

Melzar Stetson,	b. 1805,	went to South Boston.
Charles	" " 1752,	" New Bedford.
Thomas	" " 1766,	" Barnstable.
Lincoln	" " 1774,	" Salem.
Wiswell	" " 1785,	" Kingston.
Jotham	" " 1794,	" Medford.
Elisha	" " 1799,	" Medford.
John	" " 1811,	" Medford.
Alpheus	" " 1794,	" South Boston.

Also, William Turner went to Boston from a North River ship-yard. "Uncle Josh" Stetson, the wag of the ship-yards, was a descendant of "Cornet" Robert. One day, while eating dinner in the work-house, the men were discussing which animals would fight most desperately. Some said the lion, some said a tiger, and so on. "Uncle Josh" said, "I saw two cats fight once 'till there was nothing left but their two tails." "Uncle Josh" was called a great joker. A man cut his knee, in the yard, one day, and "Uncle Josh" told him he ought to have a "scabbard on his axe and a skillet on each knee;" but the tables were turned on him when he fell from a vessel into the water. One of the workmen looked over the side of the vessel, and asked, "Are your boots tight, Joshy?" At another time he went out in a boat fishing on the river, with his two brothers, one of whom could not swim. They upset the boat, and had hard work to save themselves and the brother who could not swim. After they reached home, "Uncle Josh" related what had happened, and said, "What pleased me most, was to see Melzar's doughnuts bobbing on the water."

The Delanos built on the Wanton Yard, located on what was called the "MOLLY STETSON PLACE," soon after 1770. *Benjamin Delano*, the first of that family who built here, came from Pembroke in 1770, and settled on the ancient Richard Dwelley place, on the north side of the bank of the brook then known as Dwelley's Brook, but later as Till's Creek. His house was on the east side of the road, and has since been occupied by Major Samuel Foster. The Delano sisters now own the old place, and it is occupied by John H. Corthell. The earliest record that is preserved of any of Delano's vessels is in 1796, the sch. "ROVER," 79 tons, of Duxbury; owner: Silvanus

Delano, of Duxbury, shipwright; surveyor, Samuel Delano, Jr.; built at Scituate, afterward sold to Nantucket. Benjamin Delano was succeeded by his son. For a brief account of certain members of the Duxbury branch of this family, see the continued chapter of the "Brick-kiln Yard." The following account of a branch of the Delano family, was prepared many years ago by the late Miss Thomas of Marshfield: "Lemuel Delano, a descendant, doubtless, of Philip De La Noye, one of the Pilgrims, mar. Mary Eames, 20th April, 1762. Children: 1. Mary, b. Jan. 23, 1763. 2. Thomas, b. Jan. 25, 1766; bap. May 25, 1766. 3. William, b. Jan. 27, 1770; bap. May 20, 1770. 4. Elizabeth, b. March 25, 1772; bap. May 17, 1773. This family removed to Sunderland, Mass. They had also, 5. Charles, bap. Aug. 27, 1774.

Hezadiah Delano, of Duxbury, mar. Mary Taylor, 1731.

William Delano, of Scituate, mar. Eleanor Stevens, 1761.

Joseph Delano, mar. Judith Damon, and had children: 1. Joseph, bap. Aug. 31, 1755; mar. Mary Thomas; d. in the Revolution. 2. Judith, bap. April 17, 1757; mar. John Hatch. 3. Jesse, bap. July 22, 1759; mar. Margaret Leavitt. 4. Zebulon, bap. June 21, 1761. 5. Mary; mar. Luther White. 6. Hannah, bap. July 22, 1769; mar. Ronse Bourne, Jr. 7. Edward, bap. July 28, 1771. Joseph Delano mar. 2nd, Lucy Cushing, widow of Ronse Bourne, and had one child, Barak, bap. March 22, 1778.



was born in 1775.  
He built many  
very large vessels.  
Prior to the time  
he built here, the

Wanton Yard had been divided into two yards; the Delanos built in one yard, and the Fosters soon began building in the other. After serving his time, and building one vessel in Hanover in the year 1799, spoken of in the account of those yards, William Delano came to this yard and built the same year, 1799, the ship "INDUS," 338 tons, of Boston. The next year he built two, as follows: 1800. Sch. "HANNAH," 118 tons of Boston. 1800. Ship "HARLEQUIN," 336 tons, of Boston, two decks and three masts, drawing eighteen feet of water. (More than any other vessel built on the river.) In 1801, he built the ship "ALEXANDER HODGDEN," 377

tons, of Boston, which was one of the largest vessels built at this yard. In 1802 he built the ship "COLUMBINE," 270 tons, of Boston.

*Benjamin Delano* built here, in 1804, the sch. "CHARLES," 123 tons, of Duxbury. This is the last vessel on record of which Benjamin Delano was the master carpenter.

There was built at this yard, by William Delano, in 1805, the ship "TOPAZ," 385 tons, which was one of Delano's largest vessels, two decks and three masts; owned by David Sears, at Boston. William Delano was master carpenter, in 1806, of the ship "Granges" or "GANGES," 215 tons, of Boston. This was probably the "Ganges" condemned at Tulcahuano, Chili, in June, 1858. In 1806, he built the ship "AUGUSTUS," 325 tons, of Boston; and in 1809, the ship "IDA," 363 tons, of Boston. The next vessel built by the Delanos was one of the two famous vessels spoken of by Deane as being the *largest vessels ever built on North River*, but he failed to give either their names or any further particulars concerning them. The first was built in 1810, by William Delano, and the second was finished in 1815 by his family. The first built in 1810 was the ship "LADY MADISON," 450<sup>3</sup>/<sub>4</sub> tons, of New York. She was 112 feet long, 30 broad, and 15 deep, and was owned by Thomas Hazard, Jr., of New Bedford, and Jacob Barker, of New York. The following anecdote, related by F. C. Sanford of Nantucket, and by Israel H. Sherman of Norwell, is familiar to all the old merchants of New York and New Bedford, and many of Boston. The correctness of this story is attested by the fact that it was told to Mr. Sanford by Wharton Barker, grandson of Jacob Barker. Barker "ran" the Government at Washington, so to speak, during Madison's time, by his great influence and wealth. Jacob Barker was son-in-law of Thomas Hazard. At one time, the "Lady Madison" was out on a whaling voyage, and on her homeward passage, laden with sperm oil, she encountered much rough weather. The delay alarmed her owners, who feared she was lost. Jacob Barker, who was a Quaker, went to the insurance office, and requested the agent to make out a policy for the insurance of the ship, but not to sign it until the agent had heard from him. In the mean time, the Quaker heard that the ship was lost. He immediately sent his boy to the insurance office, with the message, "If thee hast not signed the policy thee need not, for I have heard from my ship." The agent,

supposing the ship to be safe, and wishing to get the premium, immediately signed the policy and sent it to the Quaker. To his dismay, he found that the ship was lost, and had to pay one-half of the insurance in settlement. She was lost on "Goodwin Sands," in the English Channel, about 1815. Jacob Barker died in 1872, aged 92.

William Delano probably built few vessels during the last years of his life, though he may have begun the "Mt. Vernon," which was finished in 1815 by Samuel Hartt, a relative of his wife's, whose son, Joseph T., mar. Nellie L., dau. of Dr. Brownell, and had a son Joseph. William Delano d. in 1814, leaving seven children: 1. William H. 2. Benjamin F., b. Sept. 17, 1809. 3. Edward H., b. Aug. 12, 1811. 4. Mary. 5. Prudence. 6. Sarah. 7. Lucy. The three latter now reside in Norwell, in a beautiful place that overlooks the old homestead and the far distant sea. William H. and Benjamin F. worked in the ship-yard in company from the time they were old enough until the former removed to East Boston. William H. was often called "Lord North" about this time. The "Mt. Vernon" referred to before, was *the* **LARGEST VESSEL EVER BUILT ON THE NORTH RIVER**, and the excitement caused by the building and launching of this ship is well remembered by the older people of to-day, who have not yet ceased to talk of it.

The ship "MOUNT VERNON," 464 tons, was built in 1815, and sold to Philadelphia. *Samuel Hartt* was her master carpenter. It is certainly wonderful how a vessel of her size could be launched from this yard; but such is the fact, and she was gotten out of the river safely, and was a well-built and successful ship. Samuel Hartt was Naval Constructor on the Portsmouth and other yards. He died at So. Scituate, Dec. 18, 1860, aged 78 years. Benjamin F. Delano was educated under the Rev. Samuel Deane, and, displaying quite a talent for ship-building, he was placed in the draughting office of the Brooklyn Navy Yard, where he served his time. He then returned to So. Scituate, and, in company with his oldest brother and Joseph Clapp, built, in 1829, the sch. "ONLY DAUGHTER," 70 tons, of Hingham; owners, Seth Gardner, Jr., Scituate, Hiram and Capt. Thomas Jefferson Gardner of Hanover, and others.

*Joseph Clapp  
William Delano*

were the master carpenters. Joseph Clapp has two grandsons living, Herbert and Joseph, sons of John Otis of Norwell. Joseph mar. Lizzie, dau. of Joseph Corthell. In 1833, Stephen

White and others bought Grand Island, on Niagara River, and engaged *Benj. F. Delano* to convert the forest of oak timber that was there into vessels. He took with him his two brothers and twenty picked men from his native town. The venture proved a success, and they built seven vessels. A \$100,000 hotel is about to be erected on Grand Island. He also built the first steam vessel that plied between East Boston and Boston. In 1847 he received an appointment as Naval Constructor, and was stationed at Portsmouth, N. H., and from there was transferred, in 1850, to the Brooklyn Navy Yard, where he was Chief Naval Constructor, and was retired June 11, 1873. At Portsmouth he constructed the "Saranac." He constructed twenty-one war vessels from 1861-65, among them the daring dispatch boat "Iroquois," the "Onaida," "Nyack," "Wampanoag," and "Mattawaska." He also converted numbers of harmless merchantmen, bought by the Government, into death-dealing war vessels, and worked day and night over his plans for their reconstruction. He d. April 30, 1882, leaving a widow, Jane, dau. of Seth Foster, who now resides in Brooklyn, and one son, Alfred Otis, living in Norwell. The life of *Edward H. Delano* was not unlike that of his brother Benjamin. He served his time in the Brooklyn Navy Yard, was with his brother later, and in 1848 was commissioned Naval Constructor, and ordered to Pensacola, and afterward transferred to Norfolk and Charlestown. He built the U. S. steam frigate "Merrimac," and Admiral Farragut's flagship, the "Hartford." He d. at Charlestown, Mass., April 9, 1859, while in charge of that station. He mar. Mary R., dau. of William James of Scituate, by whom he had two sons, William E. and Edward Franklin. He mar., 2nd, June 16, 1858, Avoline S. Frost, of So. Berwick, Me. The Fosters built next to the Delanos, and at times in company with them.

*Eliza Foster*

was the first of this family recorded as having built here. He used to say that in 1760 his friends earnestly advised him to abandon his design of becoming a ship-



wright because the timber was so far exhausted ; they thought the business must soon fail, but he *did* become a shipwright and obtained enough timber to successfully carry on the art, and his sons also, for many years. Certainly there were some large trees standing at that time in Scituate, as later a tree of immense size was cut there, as appears in an item taken from the *Boston Evening Post* of March 2, 1772.

"We hear from Scituate that on the 12th ult. a tree was cut there and brought to the mill which made 2809 feet of inch boards, 2000 shingles and four cords of wood."

Elisha Foster was a descendant of Edward the lawyer, one of the men of Kent, who settled in Kent street, Scituate (afterward Capt. Webb's place), in 1633. His children were 1. Timothy, b. 1640 ; 2. Elizabeth, b. 1645. Timothy's children were 1. Ruth, b. 1664 ; 2. Elizabeth, b. 1667 ; 3. Naomi, b. 1668 ; 4. Hatherly, b. 1671 ; 5. Rebecca, b. 1675 ; 6. Timothy, b. 1681 ; 7. Edward, b. 1682 ; 8. Thomas, b. 1686 ; 9. Elizabeth, b. 1688. Hatherly, b. 1671 (son of Timothy, Sen.), mar. Barthshua Turner and had children : 1. Margaret, b. 1699 ; 2. Joseph, b. 1702 ; 3. Ruth, b. 1704 ; 4. Timothy, b. 1706 ; 5. Elisha, b. 1708 ; 6. John, b. 1711 ; 7. Elizabeth, b. 1721. Elisha, son of Hatherly, mar. Temperance Freeman, of Harwich, in 1739. Their children were 1. John, b. 1740 ; 2. Barthshua, b. 1742 ; 3. Elisha, b. 1745 ; 4. Temperance, b. 1747 ; 5. Sarah, b. 1749 ; 6. Mary, b. 1751 ; 7. Ruth, b. 1754.

*Elisha*, son of Elisha, mar. Grace Barstow of Hanover in 1769. Their children were : 1. *Capt. Seth*, b. 1770. He was a ship-builder and mar. Abigail Otis. They had : 1. Otis (?) who died ; 2. Jane (wife of Benjamin Delano). 2. *Margaret*, b. 1772, who mar. Capt. Samuel Tilden of Marshfield, and had children : 1. Margaret (wife of Capt. Benj. Smith of Duxbury) ; 2. Samuel ; 3. Mary, wife of William Smith (of East Bridgewater). 3. *Elisha*, b. 1775, the store-keeper who furnished "black-strap" and other necessities of life to the yards. He mar. a Miss Turner and had sons : 1. Joshua Turner, 2. George, 3. Phillip, and 4. Henry (who is now living in Berkeley, Cal.). George and Phillip are dead. An account of J. Turner will be given later. Elisha had daughters : 1. Grace, who was the first wife of Captain Nath'l Barstow of Hanover, and left one dau. Grace. 2. Sally, who mar. Isaac Huskins and left two children (1. Esther, mar. Edward Barnard ; 2. Edward H.) ; 3.

Mary, whom ar. Capt. William H. Talbot and left three sons : 1. William, 2. Frank and 3. Richmond. 4. Mary Frances, who died. It will be seen that of Elisha's seven children, two are now living. 4. *Freeman*, a physician, b. 1777, married; he d. July 18, 1863. 5. *Samuel*, b. 1779, was a ship-builder, mar. Sarah Delano and had children : 1. Sarah Delano, b. 1810; 2. Mary Louisa, b. 1824. Sarah Delano, mar. John K. Nash in 1832. They had children : 1. John Cushing, born 1839, mar. Sarah Brown in 1860 and had children : 1. Mary Louisa Foster, b. 1862, (mar. Arthur L. Power in 1883. They have children : 1. Nelson Foster, b. 1884; 2. Samuel Foster, b. 1885; 3. Howard Stone, b. 1887); 2. Sarah, b. 1865; 3. Helen Eliza, b. 1868; 6. CHARLES, b. 1781, a farmer, mar. and had children 1. Walter; 2. Charles. 7. TEMPERANCE, b. 1782, (died early). 8. DANIEL, b. 1787, mar. Leafy Sampson and had children : 1. Seth; 2. Caroline; 3. Benjamin P.; 4. Helen. 9. *Walter*, b. 1789, a ship-builder, mar. Betsey Pierce, no children.

Elisha Foster, who is described as a heavy, stout man, built alone until 1803-4. In 1795 he built the brigantine "GARLAND," 128 tons, for Daniel Sargent of Boston. The good old blacksmith at Foster's Yard was in the habit of lending his narrow hoe to a young apprentice, who was very tardy in returning it, and one day when he came for it the old man said, "When you have done with it, you just put legs to it and send it home." Elisha Foster built the following vessels: the "CASPIAN," and in 1800 the ship "HANNAN & ELIZA," 255 tons, of Boston; in 1801, the sch. "GEORGE," 82 tons, of Chatham, owners, Samuel & Elisha Foster, Jr., of Scituate and others, afterwards sold to Gloucester; and the same year, 1801, ship "FORTUNE," 339 tons, of Boston, one of the largest vessels built at this yard. She had 2 decks and 3 masts. He built the same year, 1801, ship "PERSEVERANCE," 214 tons, of Boston, afterwards of Nantucket. He built in 1802, the ship "O'CAIN," 280 tons, of Boston, which ("O'Cain") was quite a noted ship, and when on the northwest coast she was commanded by Capt. Blanchard, of Brighton, she was lost in 1826 at Valdivia, coast of Chili. The ship "ASIA," 274 tons, of Boston, was probably built by Foster in 1803; she was sold May 21, 1813 to a Spaniard and called the "*Fernando Septimo*." The next year Elisha Foster took into partnership his son Elisha and they launched in 1805 the sch. "FAVORITE," 74 tons, of Chatham, owners, Elisha Foster,

Sr. and Jr., of Scituate. In 1807 they built two ships, the "GOLCONDA" and the "ELIZABETH," both afterward hailed from New Bedford. In 1809 the Fosters built a *ship* sold to Salem. In 1810 they built the ship "FRANCES ANN," for the launching of which \$5.20 was spent for lemons. In 1811 they built the ship "HOWLAND." Both the above named vessels were whaling from New Bedford later. Also in 1811 they built the ship "HELLEN OH."

*Charles Foster*, in 1811, built the ship "FRANCISCAN." Joseph Tolman worked on her. The ship "AMERICA" was built by the Fosters in 1812. Capt. Peleg Kent, son of Peleg Kent and father of Smith Kent, commanded her. Very dull times followed the war of 1812, and one of the vessels that was built at Foster's Yard lay two or three years before launching, until the Embargo Act was off. She was finally launched and much admired as she lay at Union Bridge until her spars and rigging were sent down from Boston; she had a very fancy figure head of an eagle. A "Kanaka" or Hawaiian came down to help rig her and used to amuse the ship-carpenters at noon time by lighting their pipes by rubbing two pieces of wood together. At this yard there was also a vessel launched at one time that beat the Kanaka, the friction caused by launching making a fire so great that the Captain lighted his pipe from the blaze. The village minister at Scituate was considered a good judge of horses as well an historian. One day a certain man was trying to sell a horse, and when asked how old he was, answered that Mr. Deane the minister told him that the horse was nine years old. Before buying, the purchaser thought it well to ask Mr. Deane, who replied, "Yes, I did tell him so; but that was nine years ago." The Fosters built two vessels for David Ellis of Boston, also one for Capt. Howes of the Cape, who went master of her. On her first voyage Capt. Howes ran near the shore on the other side of Cape Cod to signal his family a good bye, but running too near she struck and capsized; all hands were saved except one of the crew. Phillip Foster was on her.

Prior to 1815 Elisha Foster had taken into the firm his sons Seth, Samuel and Walter, and it was styled *Elisha Foster & Sons*. Walter was an officer in the 2nd Regiment of Militia. The "WARSAW," a New Bedford whaler, was built here. The Fosters were also *interested* in the bark "Maria Theresa" (built at Block House Yard). William Delano died in 1814, and

Samuel Hartt finished his last vessel, and then, according to the old Foster account books, sold in 1815 one pair of bilgeways and launching plank to Elisha and Samuel Foster, and judging from the number of vessels the Fosters built the next year they probably occupied both yards. There was built at this yard by Elisha Foster & Sons, in 1815, the ship "ATLAS," 360 tons, of Boston. This vessel had 2 decks and 3 masts, and her length was 102 feet. In 1823 she was cast away off the Port of Helder, Germany, and was a total loss. The same year they built a vessel that became famous the world over, and a book was published giving her history.

This was in 1815; the ship "GLOBE," 293 tons. Her keel was 78 feet; beam, 26 feet; hold, 11 feet; between decks, 5 feet 6 inches; the mainmast, 63 feet; foremast, 58 feet; mizzen, 55 feet. This vessel was the first to bring two thousand barrels of sperm oil into the United States. A horrible mutiny occurred on her in 1824, off Fanning's Island, in which captain and mates were killed. The following is gleaned from the account published by the two survivors, Hussey and Lay: The ship "Globe" sailed from Nantucket 20th Dec., 1822, on a whaling voyage. She was then owned by C. Mitchell & Co., and commanded by Thomas Worth of Edgartown, Martha's Vineyard. She sailed direct to the Sandwich Islands, where she arrived May 1st, 1823. At Hawaii they received a welcome supply of potatoes, sugar-cane, yams, coconuts, bananas, fish, etc. At Oahu, another of the islands, six of the crew deserted at night; two were re-captured, but again escaped. From Oahu, the "Globe" sailed on a cruise to Japan; then returned to the Sandwich Islands for vegetables, and sailed south towards Fanning's Islands. Jan. 26, 1824, Joseph Thomas insulted the captain, and was punished by being whipped with the end of a main buntling. Whether this had anything to do with the murderous mutiny, which followed on the evening of the same day, is not known, but it would seem as if the mutiny had been planned some time before. On the night of Jan. 26, Samuel B. Comstock and Silas Payne went into the cabin, taking with them an axe, knives, and muskets with fixed bayonets, and murdered the captain and the first and second mates, by shooting and then running their bodies through with knives and bayonets, seeming to enjoy their writhings in pain and their entreaties for mercy. The bodies were then thrown overboard. A rope was made fast to the feet of John Lambert,

the second mate, and he was pulled up on the deck and thrown over while yet alive, after practising cruelties the harrowing details of which one would loathe to relate. Is it strange the rest of the company were stunned with fright, fearing lest they might be dealt with in the same manner? Comstock and Payne had accomplices who were in the plot. Among these was William Humphrey, the former steward, who was hung, by order of Comstock, on Jan. 29, to a studding-sail boom, rigged out eight feet upon the fore yard, for treachery to his leaders, though it was not proved. Not daring to go to any civilized port, it was decided by the mutineers to run the vessel ashore on one of the Mulgrave Islands, and, after taking out the provisions, and stripping her, to burn her to the water's edge, and live the rest of their days with the natives. While unloading in the harbor, and before all the effects and provisions were ready to divide, Comstock gave some of the clothing and other articles to the natives. This caused trouble, and, fearing lest he would lead the natives against them, they shot him on the morning of Feb. 17, 1824, and Payne nearly severed his head from his body with an axe. Thus ended the life of the blood-thirsty leader of the mutineers, twenty-two days from the beginning of his hellish career. The ship "Globe" was this day put in charge of six men, under Gilbert Smith, and, during the night, they made sail and escaped from the island, leaving their murderous companions, and some of the innocent ones, behind. After a long and boisterous passage, they arrived, in June, at Valparaiso, where the "Globe" was taken possession of by the American Consul. From here she sailed for Nantucket, where she arrived Nov. 21, 1824. Of the men left at the Mulgrave Islands, all but two were massacred by the natives. Cyrus M. Hussey, of Nantucket, and William Lay, of Saybrook, Conn., were saved by friendly natives, and finally rescued by the U. S. man-of-war "Dolphin," Capt. John Percival, after living twenty-two months on these islands. The "Globe" was sold out and broken up at Buenos Ayres in 1828.

On Sept. 21, 1815, Foster & Co. received \$520 to bind a contract to build a *schooner* for Caleb Nickerson of Chatham. It was finished in 1816. In 1816, Samuel Rogers,\* of Marshfield, was taken into the firm, and the same year

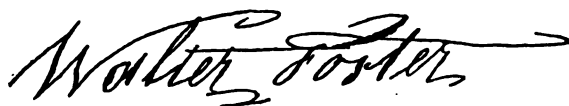
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\* See Roger Yards





*Samuel Johnson*



and Samuel  
Rogers built  
the "BETSEY  
PIERCE," 73

tons, of Scituate, named for Walter Foster's wife. In Jan., 1817, Seth, Samuel, and Walter Foster, and Samuel Rogers, agreed to build a schooner in company, under the firm name of Seth & Samuel Foster & Co. To show the interest that each had in the firm, the divisions made on a ship in 1821 were as follows :

Seth Foster,	.	.	.	.	.	.	.	.	.	3	parts.
Saml. Foster,	.	.	.	.	.	.	.	.	.	3½	"
Saml. Rogers,	.	.	.	.	.	.	.	.	.	1½	"
Walter Foster,	.	.	.	.	.	.	.	.	.	1½	"
Elisha Foster, Jr.,	.	.	.	.	.	.	.	.	.	½	"
Total,										10	

July, 1817, they contracted to build a *sloop* for Capt. Caleb Nickerson, at \$29.50 per ton. There was built here, in 1816, the sch. "BANKER," 73 tons, of Chatham, Seth & Samuel Foster, master carpenters; also in 1816, the sch. "OCEAN," 73 tons, of Chatham; Seth & Samuel Foster, master carpenters. Samuel Tolman, Jr., did joiner work for Capt. Seth Foster & Co., June 1, 1817, on the sch. "GOV. BROOKS," 72 tons, built for Capt. Atkins of Provincetown; June 14, sch. "BETSEY & MARY;" June 3, sloop "NANCY." On Sept. 10, 1817, was launched the sloop "RAPID," 48 tons, of Scituate, later of Chatham. She was built by Seth & Samuel Foster. The "Rapid" was at one time a Boston and Nantucket packet. There was also built here, the same year, the sloop "BEDBUG," and the sch. "BETSEY & POLLY," 51 tons, probably for Capt. Harding. It will be seen from the above that the *Fosters built six vessels in 1817*, which was the largest number of vessels built at any yard on the North River during any one year (Smith's Yard, Hanover only excepted). This year, Joseph R. Tolman disposed of his interest in Foster's vessel, built probably during the war, as a receipt of which the following copy states :

" SCITUATE, Jan. 11, 1817.

This will certify that I have sold all my concerns in Mr. Foster's *war ship* to Samuel Tolman, Jr., by agreement between Seth Foster and myself.

(Signed)

JOSEPH R. TOLMAN."



In 1818, the Fosters built two vessels which were the talk of the town while they were being built, one in each yard. They were the ships "PACIFIC," 314 tons, and "PERUVIAN," 334 tons. Oak, ash and pine were used in their construction. Also in the "Pacific" were used twenty-two spruce knees, bought of Thatcher Magoun, Pembroke. One thousand "trunnels" or tree-nails bought of Jonathan Sampson for \$7.84 and a buttonwood log. The ash came from Pembroke. Capt. Luther Tilden put the lower deck in the "Peruvian" for \$190, and Matthew Tower furnished the capstan for \$25. Samuel Curtis was paid \$1.14 for twelve gallons of cider for the launching of both ships. Matthew Tower was a direct descendant of Benjamin Tower of Hingham, whose son Benjamin had a son James, who was father of Matthew. John, the common ancestor, mar. Margaret Ibrook, a remarkably handsome woman, sister of Mrs. Hobart, whose husband, Rev. Peter Hobart, edited "Hobart's Journal." (See Briggs' Yard.) Matthew had brothers and sisters, viz.: 1. John, 1st, killed at Charlestown. 2. Lynde. 3. John, 2nd, died in Dartmoor Prison. 4. David, who was father of John Tower, editor of the "North River Pioneer," spoken of elsewhere in this book. 5. Solomon. 6. Lucy. 7. Mary. 8. Rachel; and others, many of whom left children who have families in Hanover, Scituate, and Hingham. (See "History of Hingham.") The "Peruvian" cost, to build, \$10,428.86; and the "Pacific" cost, to build, \$8767.69. The "Pacific" was lost on Kodiak, near Alaska, in 1866, then owned in Nantucket. The "Peruvian" was whaling in the Pacific, in 1820, under Capt. Christopher Wyer, and belonged to C. Mitchell & Co., of Nantucket. In 1827, she lost her first mate, Paul Bunker. He harpooned a black fish, which struck and killed him. She continued whaling in the Pacific until 1857, when she was broken up at New Bedford, thirty-nine years old. Early the same year, or in January, 1818, the firm contracted for, and began to build, the sch. "MINERVA," of 70 tons, for Capt. Atkins of Provincetown, who used her whaling off the Western Islands. Also, in 1818, the sch. "WELCOME RETURN," 77 tons, of Boston; and in 1819, the sch. "RANGER," 57 tons, of Boston, of which Walter Foster was the master carpenter. The same year, 1819, the firm built a ship which they named after the family, the ship "FOSTER," 317 tons, that cost to build, \$10,057.03. The bottom of the "Foster" was pierced by a horn-fish on her first voyage, and the horn was left there. When they sawed it off

in the hold, the water rushed through the opening one thousand strokes per hour. This was in the Pacific Ocean. In 1820, she was at the Hawaiian Island, on a voyage to China.\* In 1825, she was sheathed partly with leather. In 1847, when under Capt. Francis C. Coffin of Nantucket, she shipped eight thousand gallons of oil to London, and was condemned at the Seychelle Islands, near Zanzibar. The Fosters built, in 1820, the sch. "COMBINE," 99 tons, of Boston; and the same year, 1820, the brig "MARGARET," 185 tons, of Duxbury; owners, Seth, Samuel, and Elisha Foster, Sr. and Jr., and Cushing Otis of Scituate. Nathan Tilden worked joinering on the "Margaret." In 1821, they built the ship "LION," 326 tons, for Christopher Mitchell & Co., Nantucket. She was lost, during her first voyage, on the rocks, while making Fanning's Island, in the South Pacific. Also in 1821, the Fosters built the ship "CYRUS," 328 tons, which lasted until 1845, when she was condemned at Rio Janeiro. The next year, 1822, they built a "high deck schooner," the "NEW PRISCILLA," 125 tons, of Chatham. Also in 1822, the ship "JAPAN," 332 tons, of Boston. She was afterward sold to Paul Mitchell & Sons, Nantucket, and in 1825 was whaling in the Pacific, under Capt. Shubael Hussey. In 1846, she was owned by Barker & Athearn, and still whaling in the Pacific. She, however, came home soon after, and sailed for San Francisco in 1849, where she was broken up in 1851. F. C. Sanford writes: "I am happy to say that I was there about that time. There were a thousand ships in port, from every part of the world, and of every rig, from a Chinese junk to a line-of-battle ship." Seth and Samuel Foster & Co. built the sloop "ALBION," in 1823, which was used as a North River and Boston packet for many years. Like some other North River packets, she had one-half as many owners as she was tons large. In 1823, Samuel Tolman, Jr., bought of Seth and Samuel Foster, one-fiftieth part of the hull of the sloop "Albion," for \$66. The sloop "Albion" was 28 tons, of Scituate, and owned by Constant F. Oakman, Marshfield; Benjamin Rogers, Pembroke; Samuel Deane, Ebenezer T. Fogg, Seth and Walter Foster, Lemuel Turner, John Nash, John Thaxter, Joseph Oldham, Thomas Cushing, Aaron or probably Anson Robbins, Consider Merritt, Jr., and Samuel Tolman of Scituate. This important boat was afterward sold

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\* For account, see Sanford's article on "History of Noted Vessels," *Boston Daily Advertiser*, Dec., 1871.

to Boston. The Fosters also built, in 1823, the brig "NEPTUNE," 214 tons; David Ellis, of Boston, owner. They built, the next year, the brig "Pioneer," at the launching of which fifteen pounds of lamb, bread, and sauce are charged on the books at \$3.00. Brig "PIONEER," built in 1824, 231 tons, of Duxbury, was owned by Seth, Samuel, and Elisha Foster, Sr. and Jr., of Scituate, and others. She was sold to Ezra Weston, and by him to New Bedford parties. Elisha Tolman did the planking, and Daniel Hall the joiner work. Later, she was changed into a bark, and in 1872 was held at Mauritius for several months, by the United States Consul, but was released, and finally sold to France when *over fifty years old*. The ship "JULIAN" was built at Foster's Yard before 1825; Capt. Benjamin Smith, commander. She was sold to New York by her New Bedford owners in 1862. The Fosters built, in 1825, the brig "DIANA," for the launching of which vessel twelve pounds of tallow were bought for \$1.20, to use on the ways; and in May, 1825, "Pork, bread, sauce, etc., for the launching of the brig 'Diana,' \$4.25." Nathaniel Eels worked on the "Diana." The launchings were attended by all the people around; schools closed, and business was generally suspended. A spread was always given by the builders, which was usually substantial, with plenty of lemons, sugar, water, etc., to wash it down, as is seen by the entries in the old account-books, and the parties for whom the vessels were built often sent liquors or refreshments for the launchings. In 1825, the Fosters built the "SMYRNA," which became famous ever after she carried the American Stars and Stripes into the Black Sea for the first time. She was owned by Ezra Weston of Duxbury, and commanded by Capt. Seth Sprague, one of the old school ship-masters living in 1889, in South Marshfield, and one of Neptune's old veterans. He has had a varied experience on the great deep, from his first enlisting as a sailor, in his youthful days, until his riper years found him in command of as proud a ship as at that time sailed the ocean. Capt. Sprague was b. in Marshfield, Mass., Aug. 6, 1798. He mar., in 1825, Miss W. L. Ford of Marshfield, and he says, "From that time on success attended me." His first voyage was at the age of seventeen, with Capt. John Southard, in the good ship "William & James." On account of his excellent conduct and seamanship he was promoted to the office of mate, and but a short time elapsed before he was offered the command of the "SMYRNA," by Ezra Weston of Duxbury, for whom he sailed twenty-four years. He accepted,

and sailed her for five years. While in command of the "Smyrna," he carried, in 1830, the *American Flag* into the Black Sea. This was the first time the American Flag ever floated over this sea. He was next commander of the ship "Renown," built at Duxbury. In her he went to Richmond, Va., and other Southern ports, after which she was sold to New York parties. His next ship was the "Minerva." In her he made two trips to New Orleans, and one from South Carolina to Liverpool and London. His fourth vessel was the staunch ship "Vandalin," of 480 tons. In this ship, which he commanded two years, he made four voyages across the Atlantic, from New Orleans to Liverpool, and to other ports in the United States and elsewhere. His fifth and last vessel was the ship "Mattakeesett," of 500 tons, also built at Duxbury. In her he made many voyages from Boston to New Orleans, Pensacola, Havre, and other ports. It is many years since Capt. Sprague retired from active life with a competence for his declining years, and now, at the great age of ninety-one, he takes his daily walk to the Post Office, and chats freely and entertainingly with his neighbors, and strangers, about the days when to be master of a ship of five hundred tons was as great an honor as any ambitious man need seek.

In 1826, the ship "LAGODA," 340 tons, was built by Seth and Samuel Foster, and owned by them and Thomas Otis of Scituate. Sold afterward to Boston. In 1841, she was purchased by Jonathan Bourne of New Bedford, who owned her forty-five years, during which time she made twelve successful whaling voyages. She is now owned by William Lewis and others, and whaling in the Pacific and Arctic Oceans, from New Bedford, in her *sixty-fourth* year. She arrived in San Francisco in August, 1889, from the Arctic, with a cargo of oil and bone, and returned to the Arctic soon after. Some of the men who worked or furnished material on Foster's Yard, from 1807 to 1827, were: Elnathan Cushing, boring holes; Anson Robbins, painter and varnisher, grandfather of Jas. A. R. Underwood of Rockland; Warren Sylvester, Mr. Knights, Samuel Tilden, Jr., Joe Barell, Samuel Rogers, Joe and Jonathan Merritt, William Nash, (Danl. Merrit, for boring 648 holes, \$3.24), Tom Lapham, Thomas Ruggles, Jr.; Moses Parsons, planker; Laban Souther, Howland and Zac Rogers, Jonathan Oldham, Tom Rogers, spar-maker; Joe Clapp, A. Ewell, John and Ira Bryant, Warren Hatch, Christopher B. Jones, who used to make pumps and dead-eyes; Timothy Church, Samuel and

Israel Turner, Elisha Briggs, Martin Rogers, planker; Elisha Tolman, joiner; Simeon Keen, George and David Torrey, in 1810; Asa Rogers, and others. In 1827, the brig "CAMILLA," 233 tons, of Boston, was built by Seth and Samuel Foster. Also the brig "BOSTON," probably built by them in 1827, 242 tons, for Thomas B. Wales & Co., Boston. The following are some of the voyages made by the "Boston:" 1827. Charleston to Amsterdam. 1828. Matanzas to St. Petersburg; Charleston to Amsterdam. 1829. Matanzas to Antwerp. 1830. Havana to Marseilles. 1831. Matanzas to Hamburg. 1832. Savannah to Hamburg, and Havana to Hamburg. 1833. Savannah to Hamburg, and Baltimore to Bremen, with logwood, lignum vitæ, etc. 1834. Charleston to Rotterdam. 1835. Charleston to Amsterdam. Samuel & Walter Foster built, in 1828, the brig "RUSSIAN," 222 tons, of Boston; and the next year, 1829, a vessel well known in Scituate, the brig "MARSHAL NEY," 192 tons, of Boston, named after Napoleon's General, who was afterward shot. The "Marshal Ney" was rigged at the yard, taken to Boston, and Capt. Crowell of Chatham there took charge of her. George Foster was very anxious to go in her, and finally persuaded the captain to allow him. They took a cargo and sailed for the West Indies, but, when five days out, struck on Handkerchief Shoals, and were nearly a total loss. George Foster came home from his long voyage after two weeks absence. The vessel was raised, taken to Boston, and repaired on the Marine Railway. The underwriters threw her on to the owners, and the captain lost all of his property. After Capt. Seth Foster died, Samuel and Walter took in *Elijah Brooks* as partner for a time. About 1830, the Fosters built the brig "MAGNOLIA," about 250 tons, and about the same time a *ship* of about 300 tons, which broke down on the ways, and had to be dug out and got off on rollers. The hollow can be seen at the present day. They built, in 1831, the brig, afterward the sch., "TOKEN," 141 tons, mixed wood, iron fastened; sold to New York. Repaired in 1859. Owned in 1861 by Tracy and others, St. George, Me., Capt. Tracy. Samuel Foster was the master carpenter.

In 1831, *Turner Foster* and *Joseph Clapp* formed a partnership, and built on that part of the yard known as the "Old Curtis Yard," probably so named after some Curtis who may have owned the land.\* Samuel Foster occupied the yard

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\* See Chittenden Yard.

adjoining at the same time, and in 1832 built the brig "CHICK-ASAW," 171 tons, of Boston. Joshua Turner Foster, or Turner Foster, as he is commonly called, was born in So. Scituate, January, 1810, where he remained until he was sixteen, when he went to Medford to learn the ship-carpenter's trade, entering the yard of Sprague & James. Here he served his time, and at twenty-one, when he became free, returned to Scituate, and built four vessels in partnership with Joseph Clapp, under the firm name of Clapp & Foster. They were the brig "WATER-WITCH," 167 tons, built in 1831, for B. C. Clark, Boston, of which Joseph Clapp was master carpenter; in 1832, the bark "MADAGASCAR," of 242 tons, built for Curtis & Hall of Boston, Clapp & Foster, master carpenters; and in 1833 the brig "GANGES," 250 tons, owned by William C. Fay and John H. Pierson, and lost on the Spanish Main, under Capt. Raymond, about 1848. The last vessel built by this firm was in 1833, the brig "ATTILA," 206 tons, of Boston, named after the famous Hun leader. Mr. Clapp then went into partnership with Samuel Foster and brothers.

Turner Foster, who had now reached his twenty-fifth year, returned to the Sprague & James Yard, in Medford, as foreman. He mar. Ellen Sprague, dau. of a member of the firm, and they had five children and three now dead. 4. William T., who has two sons; 5. Laura, who mar. Edward H. Parker, and has one son. Before Mr. Foster left Scituate, the first time, he used to help his father at the store, and often carried the "black-strap" (rum, sweetened with molasses,) down to the yards, but, during the seventy-eight years of his life, has never used tobacco, nor tasted spirit save as a medicine. He used to play the clarionet, and, together with Uncle Sam Rogers, went to singing school in Pembroke. At that time Mr. Rogers was courting a Miss Standish, and Mr. Foster was obliged to wait for him to go to her house and do his courting, before they went home, as Mr. Rogers had the team, and it was a long walk. Mr. Foster has built in Medford, as successor to Sprague & James, on the same yard, sixty-four vessels, from 1250 tons down, building the last one, the "Pilgrim," in 1872, which was also the last vessel built in Medford. He has held many positions of trust, being Ensign at nineteen, and Captain at twenty-four years of age, of the old Medford military company, holding commissions signed by "old Gov. Honest John Davis" and Gov. Levi Lincoln. He has been on the School Committee, and Selectman for eleven different years, Assessor four

years, and Representative to the Legislature in 1883 and 1884, the latter year being the oldest man in the House. He can now dance with as light a step as a boy of sixteen, and is as bright and clear in his mind as he ever was.

An epitaph current in connection with this yard reads as follows :

“ Under this greensward pat,  
Lies the hulk of old \* \* \* \* \* .  
Shepherds rejoice, and do not weep,  
For he is dead who stole your sheep.”

The deceased was noted for putting other farmers' sheep into his own flock, and marking them with his private mark. We have no proof as to the identity of the writer, but the lines are not inconsistent with Mr. Foster's jovial disposition.

Joseph Clapp was a direct descendant of Thomas Clapp, who was born in Dorchester, Eng., in 1597, and came to Dorchester, Mass., with the early settlers of that place. His grandson, Thomas, born 1703, was one of the most distinguished men of his time. Thomas was President of Yale College from 1740 until 1764, when he resigned and returned to Scituate, where he died the following year. He wrote many books, among them a valuable history of Yale College. A notice of the death of his brother Nathaniel's child appears in an old paper, as follows :

“ We hear from Scituate, that on Monday Morning last (Thurs. Aug. 16. 1770) a promising Youth, about 14 Years of Age, Son to Nathaniel Clap, Esq. of that Town, driving a Cart down a steep Hill, one of the Wheels taking the rising Ground overset the Cart, and killed the Lad instantly on the Spot.”—*The Mass. Gazette and Boston Weekly News-Letter*.

The new firm of *Samuel Foster & Co.* built, in 1833, the brig “BOSTON,” 170 tons, of Gloucester, whaling off California in 1857. Also in 1833, the brig “BALTIMORE,” 169 tons, of Boston, afterward of New Bedford, a whaler; in 1834, the bark “NIAGARA,” 232 tons, of Boston; in 1835, the bark “SARATOGA,” 289 tons, of Boston. Also in 1835, the bark “NEPTUNE,” 231 tons, of Boston. Joseph Clapp was the master carpenter of the “Niagara” and “Saratoga.” The “Neptune” appears to be the last vessel built by the Fosters, and, excepting those built by Litchfield & Burrill, was probably the last vessel built at these yards. “Hayward's New England Gazetteer,” 1839, says, under “Scituate,” that the

"North River is noted for the fine ships built on its banks, the value of vessels annually built being \$40,000. These vessels are of superior mechanism, and are built of native white oak, remarkable for its durability. During the year ending April 1, 1837, Scituate had twenty-two vessels engaged in fishing, and took 6500 barrels of mackerel, valued at \$46,000."

The Wanton Yard, after the Fosters left it, was next occupied by *Cummings Litchfield* and *James S. Burrill*. James S. Burrill was born in Weymouth, Mass., and was son of Isaac, who was also born in Weymouth. He married Martha Stockbridge of Scituate, Mass., and finally moved to Medford, Mass. Cummings Litchfield was son of Bernard and grandson of Elijah Litchfield. He was born in 1815, and has been a most active man. His education has been acquired chiefly by experience and observation. He left school at the age of ten, and went fishing with his father in the sch. "Hope." His first trip was made in three weeks, when they returned to port with a full fare, two barrels being credited to young Litchfield. His next adventure was in the sch. "Beaver," cod-fishing. In making the run home from the Bay of Fundy, in a storm, they endeavored to make a port near Cape Ann, but were run into and sunk. The crew was saved by the colliding vessel, and safely landed. The next day Mr. Litchfield took the packet for Boston, and walked home, barefooted. He continued fishing, summers, until he was seventeen, and made occasional trips to Southern ports during the winter, in the coasting trade. He went to Medford and learned the ship-carpenter's trade of builder Jotham Stetson. He served three years or more with Mr. Stetson, and his first job afterward was at Grand Island, N. Y., where, with Mr. Delano, he helped build a steamboat. He then returned to Massachusetts and worked in the Navy Yard three months, when he went to Brooklyn, N. Y., and helped repair the United States ship "Ohio." We next hear of him in the British Dominions, just over our eastern boundary, where he helped build a ship of 1200 tons, all of white oak, being the first ship of that material built at that place. In 1838, he commenced building vessels on his own account, on North River. This year he built, in company with Mr. Burrill, the sch. "LITCHFIELD," 65 tons, one deck and two masts, of Boston. She had a billet-head, which was afterward substituted by a figure-head. Capt. John White was at one time master of her. She was in the Curacoa fruiting trade, and was lost, in about five years, on the back side of Cape Cod. The



crew were saved. Mr. Litchfield and his partner built at this yard, in 1839, the sch. "LYDIA KING," 22 tons, owned by Capt. Bernard and Cummings Litchfield and James S. Burrill, at Scituate. Mr. Litchfield afterward sold one-half of her to Oakes Lawrence. Later she was sold to Martha's Vineyard, and ran as a packet to Boston. She was at one time owned in Dartmouth, and was finally run into and sunk in Vineyard Sound. This firm also built, at this yard, a brig, in 1840; probably the "FRANKLIN," 172 tons, of Provincetown. The firm dissolved, and thus ended the ship-building on this yard, possibly for all time. Cummings Litchfield built near his present residence in So. Scituate in 1852, and later at Union Bridge.\* In the meantime he worked at the different yards on the river, and also went to sea. He is now living in Norwell, where he carries on an extensive farm.

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\* See Miscellaneous Scituate Yards.

## CHAPTER XIV.

### CHITTENDEN YARD. — 1690-1871.

JOB RANDALL, EDWARD PROUTY, ISAAC PROUTY, ISAAC CHITTENDEN, NATHANIEL CHITTENDEN, OBADIAH MERRITT, NOAH MERRITT, SAMUEL SILVESTER, GEORGE TORREY, JAMES TORREY, ISAAC TORREY, GEORGE TORREY, JR., DAVID TORREY, JOSEPH NASH, ELISHA BARKER, LABAN SOUTHER, JOSEPH PRATT, CHARLES COLE, WALTER FOSTER, ELIJAH OUDWORTH, LABAN OUDWORTH, JOSEPH OUDWORTH, JOHN OUDWORTH, HENRY MERRITT, JOSEPH MERRITT.

THE Chittenden Yard was located next below the Wanton Yard, on the Norwell side of North River, on the first rise of land just above and near the mouth of the Second Herring Brook. In 1673, it was agreed that the land between the Second Herring Brook and Edward Wanton's land be reserved for the use of the ministry. It was sold in 1702-3. Until 1799, there was a Town Landing at this yard

*Job Randall*, who built here about 1690, was probably the first shipwright to occupy this yard. He was son of William Randall, who came to Marshfield from Rhode Island in 1636, and later moved into So. Scituate where he lived about twenty rods north of Till's, or Dwelley's Creek, on the site of the late Elisha Foster's residence. Job Randall was b. in 1654. He mar., and settled one-quarter of a mile south of Herring Brook Hill, where David Torrey lived later. He had children: 1. Mary, b. 1680. 2. Job, b. 1683, who settled on the Marshfield or Pembroke side of the river, at Job's Landing. 3. James, b. 1685. 4. Nehemiah, b. 1688. 5. Lydia, b. 1690. 6. Samuel, b. 1694. This family has descendants in West Norwell,

Mass., in Topsham and other towns in Maine, and in Harpswell and Pembroke. Isaac, brother of Job, lived to be one hundred and two years old. It will be seen from the following records that Job Randall built mostly for Samuel Lillie and Andrew Belcher of Boston, and for Sandwich parties. Many of Andrew Belcher's vessels were privateers used in the French war.

The first record of vessels probably built at this yard was in 1694, brig't'n "HOPEWELL," 40 tons; owners, Capt. Samuel Prince of Sandwich, and John Devin of Boston. Also the same year, 1694, sloop "DUBARTUS," 25 tons; owners, Andrew Belcher, merchant, John Coleman, Boston; master, Robert Starkey. 1699. Ship "HANNAN," 70 tons, Capt. Thomas Lillie; owner, Samuel Lillie of Boston. Also the same year, 1699, brig't'n "MARY," 40 tons, Capt. Thomas Parker; owner, Samuel Lillie, Boston. 1700. Ship "MEHETABLE," 86 tons, Capt. Jonathan Lambert; owner, Samuel Lillie, Boston. Also the same year, 1700, ship "TWO BROTHERS," 60 tons, Capt. John Welsh; owners, Andrew Belcher, Samuel Lillie of Boston, merchants. 1701. Sloop "TRYAL," 20 tons, of Sandwich; owners, Capt. Samuel Prince of Sandwich, Job Randall of Scituate, and Cateret Gillam of Saybrook. 1702. Ship "CONTENT," 120 tons, Capt. Hugh Shannon; owner, Samuel Lillie. 1705. Brig't'n "ADVENTURE," 60 tons, built at Scituate, and lately called the "*Randol*"; owners, Andrew Belcher and Samuel Lillie of Boston, and David Bucklyn of Boston.

Job Randall was succeeded at this yard by either *Edward* or *Isaac Prouty*, or perhaps by both. They were brothers, and were sons of Richard, who came to Scituate in 1670, and each has descendants in Hanover, Spencer, and Scituate, Mass. No records of the vessels built by the Proutys seem to be in existence.

The Chittendens built here, as early as 1709, the sloop "SEA-FLOWER," 30 tons, Nathaniel Tilding, Moses Simons, Joseph Tilding, *Isaac Chittenden*, and Samuel Marshall of Boston, owners. They also built, as late as 1714, the sloop "SEA-FLOWER," 40 tons; owners, Thomas Macomber, John Rogers and *Isaac Chittenden* of Scituate, and Samuel Doggett of Marshfield. The above are the only vessels that have been positively located as having been built at this yard by the Chittendens, though they probably built a great many, and some

later than 1714. From the time of their ownership, probably before 1709, until the present time, the spot has ever been known as the Chittenden Yard. Members of the Chittenden family are buried in the "Old First Parish Cemetery," opposite No. 6 School-house, on the road to Greenbush. Isaac Chittenden was son of Isaac, who was killed May 20, 1676, in defending Scituate from the Indians during King Philip's War, and grandson of Isaac, one of the men of Kent, who came into Scituate with his father, Thomas, in 1633. Isaac was probably succeeded at the yard by his nephew *Nathaniel*, b. 1724. *Nathaniel's* son *Nathaniel*, b. 1751, lived near the mouth of the Second Herring Brook, and probably built at this yard then. He mar. Ruth Foster, afterwards wife of Dea. Elisha James.

*Isaac Chittenden* a member of this family, was at one time, prior to 1700, a Selectman, and Surveyor of the town of Scituate.

Descendants of the Chittendens moved to Charlestown, Princeton, and other towns in Massachusetts. The following, taken from the *Boston News-Letter* of Dec. 10, 1761, is interesting, as it shows that lighters or packets were used during the early days for transporting the necessities of life :

"Saturday night last we had here very violent gusts of wind, which we hear has blown down considerable fencing in the neighboring towns; a lighter going from this town to Hingham or Scituate was sunk near Spectacle Island; the people with great difficulty got ashore alive."

Shipwreck, however, was but one of the dangers that menaced our packets before the Revolution. Insults and assaults were frequent, until "patience ceased to be a virtue," and, added to the persecutions and unjust taxation, hastened to bring on that glorious struggle that made us free, the last centennial of which—the inauguration of Washington—we celebrated on April 30 of this year (1889), and which day our Governor, through some unexplained reason, failed to appoint a day of thanksgiving. Massachusetts, heretofore far ahead in patriotism, was certainly unpatriotic this time. We have had a prosperous century, and let us hope that every true American gave thanks on that day, for the blessings of God and our present prosperous condition. Scituate bore her share of the persecution during the Revolution, one instance of which is recorded in the *Boston Gazette and Country Journal* of Sept. 25, 1769 :

"On Friday last a Conster, belonging to Scituate, was passing one of the ships of War in this harbour, when they dous'd their mainsail, but it not

## 246 VESSELS BUILT BY THE MERRITTS AND SAM'L SILVESTER.

being quite to the satisfaction of the commanding officer of the ship, they sent their boat on board and upon the Officer's stepping upon the sloop's deck he immediately drew a cutlass with which he struck the master of the coaster on the cheek, which cut a gash near three inches long, after which he damned him for not showing more respect to the King's ship and then cut the halliards of the main-sail and let the sail run down upon deck. We are told that the coaster apply'd to the Lieut. Gov. for his advice and assistance in procuring redress for this naval & insolent, but now-a-days, too common treatment, given some of his Majesty's American subjects. We do not yet learn how his Honor advised or concluded on this occasion "

While ship-building was probably the largest business carried on in Scituate at this early date, it was by no means the only business. The *Boston Evening Post*, Jan. 11, 1768, says :

"Last week a gentleman at Scituate sent up here (Boston) 15 samples of different kinds of cloths lately manufactured there, consisting of broad cloths, serges, tammys, shalloons, camblets, figur'd stuffs &c: which are said by good judges to be superior in quality to any of the sort usually imported from abroad."

The inhabitants of those days were obliged to look into the dictionary to find out the meaning of the word "lazy." The *Merritts* built here before 1800. In 1785, the sch. "LIVELY," 56 tons, was built at Scituate; Obadiah and Noah Merritt of Scituate, owners. Obadiah, b. 1723, was a descendant of Henry Merritt, who was in Scituate in 1628. He has descendants living in Scituate and Norwell. His son Noah, b. 1759, has descendants at New Orleans, La. Early in the last century is recorded an accident happening at this yard: Bezaleel Palmer, b. 1706, was killed by a fall. He left a widow and children. He was son of Bezaleel, and grandson of John, Jr. Among the first vessels built here after the Revolution were, in 1786, the sch. "BACHELOR," 44 tons; owned by Noah and Abijah Otis and Gid. Chittenden of Scituate. 1789. Sch. "SALLY," 32 tons, of Scituate; William Barker, owner, Scituate. 1793. Sch. "LYDIA," 50 tons, of Portsmouth. 1794. Ship "MERCHANT," 179 tons, of Boston. 1795. Sch. "JANE," 65 tons, of Provincetown. 1795. Sch. "MARY & NANCY," 41 tons, of Scituate; owned and probably built by Sam'l Silvester; afterward sold to Boston. There used to be a Weymouth man who carted lumber to the ship-yard, and "Uncle" Sam Silvester, as he was called, was one of the workmen who was considered good at telling stories. One day, when the Weymouth man came, the carpenters got him to tell some stories, to see if he could get ahead of Uncle Sam. He tried to make out the Scituate peo-

ple quite ignorant compared with the people of Weymouth. He said that on his way over to Scituate, the Sunday before, to hear old Dr. Barnes preach, he called at a house on his way across lots to get a drink of water, and, finding the lady of the house washing, said, "Do you wash Sundays?" "No," she replied, "I do not intend to; I did not know it was Sunday." Uncle Sam heard the story through, and then said, "I knew that woman; she was a Weymouth woman."

*Samuel Sylvester* also built at Cohasset, among other vessels, the sch. "Hero," 57 tons, in 1806, for Job Turner of Cohasset. Prominent among the old schoolmasters of his time was Elisha Sylvester, of the same family. He was a good scholar and had a good school. When the Revolution commenced he did not like the idea of joining the army, so he became a Quaker, after which he was always called "Elisha Quaker."

*George Torrey* was building at this yard as early as 1794.\* He was son of Caleb, a direct descendant of Lieut. James, who was in Scituate before 1640. George's son George succeeded his father.

*Caleb Torrey* was representative to the General Court from Scituate in 1743, and from 1745 to 1749. There appears in *The Massachusetts Spy* of May 14, 1772, the following:

"Died, at Scituate, Capt. Caleb Torrey. He was formerly a representative in the General Court for that town."

*George Torrey* built, at the Chittenden Yard, in 1794, the sch., afterwards brig, "BETSEY," 111 tons, of Boston. Owners, James Torrey of Boston, shipwright, Joseph and James Rogers and Samuel Truant of Marshfield, and George Torrey of Scituate. Benjamin Briggs, Jr., was captain of her. He built, in 1796, the sch. "BETSEY," 95 tons. Owned by Samuel Truant, Sr., & Jr., George Torrey, Joseph and James Rogers, of Marshfield. In 1797 he built the sch. "THANKFUL," 129 tons, of Marshfield. Owners, Joseph and James Rogers and Amos Hatch of Marshfield, George and James

\* See Block-house Yard.

Torrey of Scituate. This vessel is one of the claimants to the French spoliation. He built in 1799 the sch. "LYDIA," 81 tons. Owned by James Little and Oliver and Coleman Jenkins of Scituate. The shipbuilders in the Torrey family were all descendants of Lieut. James Torrey, a clothier who was in Scituate prior to 1640 (see Briggs Yard). *James* son of Capt. Caleb was b. in 1755 and had sons: James, who went to Maine; Rev. William, who removed to Canandaigua; and Charles, who deceased early. Isaac, brother of James, was b. in 1740, d. in 1812, unmarried. George Torrey, who built many vessels for the Rolfes of Virginia and other large ship owners prior to 1800, some of which are given above, was also son of Capt. Caleb. He was b. in 1758, d. July 13, 1813. He had children: 1. George, Jr.; 2. David; 3. Isaac, who had one dau., now residing in Maine; 4. Otis; 5. Sally, mar. twice, no children; 6. Lucy, mar. twice, had two children; 7. Betsey. *George* and *David* succeeded their father and built together on the river for some time, after which they dissolved partnership. George went to Buffalo, N. Y., where he built vessels for service on Lake Erie. David formed a co-partnership with William James and built vessels at Quincy as early as 1816, and Wm. James built there as late as 1822, and on North River later. *George Torrey, Jr.*, mar. ——— Day; they had children: 1. John D., who kept the South Shore House, Scituate, for many years. He mar. a widow Vinal; 2. Thankful O.; 3. George O., who mar. and has children. He was born Aug. 27, 1820, and until he was twelve years old worked on the farm the year round with the exception of three months winter schooling. At twelve he went to sea in the ship "Henry Took," to the East Indies. Vernon H. Brown the present great merchant of New York after whom the author of this book was named, was supercargo. He next went in the ship "Seaman," to New Orleans where she was sold, and he shipped in the "Concordia" of 700 tons. He went to Liverpool and then came home. At eighteen he entered one of the ship-yards of North River and learned the trade of ship-carpenter, which trade he followed for many years. Mr. Torrey has always been noted for his genial hearty laugh, and for his ability to excite something similar in others by his many jokes and stories. He is invariably in good spirits and a valuable man in a sick room. 4. Elizabeth; 5. Henry; 6. Otis; 7. Josiah; 8. Frances; 9. Abigail; 10. Albert, mar. dau. of Ira Barker and has several children. 11. Lucy

mar. — Tower. Five of these are now living. David Torrey, bro. of George, Jr., mar. Vesta Howard, of West Bridgewater. He d. Oct. 10, 1877, aged 90 years, 7 months. They had children: 1. MARY OTIS, who mar. Walter Robbins, no children. 2. GEORGE HOWARD mar. Harriett Cushing and has three children: Howard Cushing, George Everett and Florence. 3. DAVID, JR., mar. Eveline Bowker; he d. in 1884. They had two children: Emma Howard, who mar. Edgar Bates, and Edwin Bowker. 4. VESTA II., who mar. 1st, Albion Turner, by whom she had children, who d. young; 2nd, Job A. Turner, by whom she had two children: Carrie, who mar. George F. Blake, Jr., of Worcester, and Albion Bryant, now of Boston, who mar. Alice Rawson of Newton. 5. CHARLES, now of Boston, who mar. Adelaide J. Bowen. They have three children: Charles Everett, who mar. Lucy K. Paine of California, Edith A., who mar. Fred Allen, and Harry B., who is unmarried. 6. EVERETT, now of Boston, mar. 1st, Eliza D. Webb, who d. in 1884, 2nd, Julia Stetson of Lexington, no children. 7. FRANKLIN, who has resided in Italy since 1851; mar. Sarah Lincoln Spinney, of Boston. They have two children: Sarah Vesta Hermenia, who mar. Edward J. Berwind, of New York; and Charles Franklin, who mar. Margaret Rolfe, of London, a descendant of the Rolfes of Virginia. They now reside in London. Margaret Rolfe christened the steamship "Missouri," when launched, the same vessel which lately rescued 700 persons from the "Danmark," in mid-ocean. The firm of Charles Franklin Torrey, Williams & Field built the "Missouri," which is running in their steamship line. 8. WILLARD, now a special sheriff for Plymouth county residing in Norwell, mar. Martha R. Merritt. They have three children: Frank H., (who mar. Grace E. Gassett, of Boston, and now resides in Melrose, Mass.); Walter Robbins, (who mar. Nellie T. Fogg of Norwell); and Martha Willard.

In 1800 the sloop "PACKET," 37 tons, was built and owned in Scituate, by James Little, Lemuel & William Vinal, Jr. *Joseph Nash* was her master builder at Scituate. This vessel was undoubtedly built at this yard and Joseph Nash probably belonged to the large family of that name who lived on "No Pork Hill," in Norwell. This may have been the following Joseph Nash: Joseph Nash, son of Joseph and Deborah Nash, was b. Feb. 24, 1739; he d., Nov. 1818. This was probably the same Joseph Nash who mar., Feb. 7, 1799, Lucy Mayhew,



of Scituate. They had children: William, b. Oct. 30, 1799; Joseph Parker, b. Dec. 18, 1800; Benjamin, May 25, 1803; Lemuel, b. July 1, 1806; Thomas, b. Sept. 13, 1808; Lucy Ann, b. Feb. 5, 1811.

In 1801 was built the sch. "ROVER," 89 tons, by George Torrey, master builder; owners, William and Lemuel Vinal, James Collier, Ira Bryant, and Cushing Otis, of Scituate, and the same year, 1801, George Torrey built the sch. "ALMIRA," 86 tons, owned by James Little, Oliver and Elijah Jenkins of Scituate, and in 1802, the sch. "JAMES BAYARD," 85 tons, of Boston, owned by Peleg Jenkins, Cushing Otis, and Isaac Torrey, of Scituate.

There was also built in 1802, the sch. "SALLY," 95 tons, at Scituate, by *Elisha Barker*, master builder; owned by Cornelius Church, Samuel Donnel, Stephen Stockbridge, Silas Morton, Elisha Barker, Elisha Curtis, Horatio Cushing, and Reuben Curtis of Hanover. It is doubtful if the "Sally" was built at this yard, but it is more than probable, as she was built "up river."

In 1803, the brig "LIGHT HORSE," 162 tons, of Boston, was built here by George Torrey, master carpenter; owners, William Vinal, Jr., Cushing Otis, Nehemiah Manson, James Torrey, and others, Scituate. This vessel was afterward cast away and lost. Also in 1803, Geo. Torrey built the sch. "SOPHRONIA," 83 tons; James Little, of Scituate, owner. In 1804, the brig "INDEPENDENCE," 160 tons, of Boston, was built by George Torrey; owners, William Vinal, Jr., Oliver Jenkins, Elisha Tolman, Cushing Otis, and George Torrey of Scituate, Amos Hatch and Joseph Rogers of Marshfield. In 1805, he built the ship "WILLIAM TELL," 258 tons, of Boston; owned by William Vinal, Quincy; Joseph Rogers, Marshfield; Cushing Otis, Oliver and Elijah Jenkins, James Torrey, and George Torrey, all of Scituate. George Torrey also built in this yard, in 1806, the sch. "ENTERPRISE," 119 tons, of Scituate; owners, Samuel Eells and Timothy Church, Hanover; Elisha and Charles Tolman, Jr., Lemuel Haskins, Lemuel Jenkins, Ezra Vinal, and George Torrey, of Scituate; and in 1807, the ship "REGULUS," 237 tons, of Boston; owners, Capt. Trouant and Nathaniel Clift of Marshfield; Samuel Eells, Timothy Church, Hanover; John Ruggles, Jr., Lemuel Haskins, Elisha Turner, Elisha Tolman, Samuel Foster, James,





*Cushing Otis*



George, Jr., and David Torrey of Scituate; and Capt. Brooks, Jr.



who was interested in so many of the vessels built on North River, was a prominent man of his day. He was son of Dr. James Otis

of Scituate, a distinguished physician, and nephew of Dr. Isaac Otis, Jr., a distinguished physician of Bridgewater. He was a descendant of Dr. Isaac Otis, Sr., in the following line: ISAAC OTIS, M. D., mar. Deborah ———. He d. Nov. 11, 1777, aged 78; she d. March 17, 1783, aged 84. They had six children: Isaac, M. D., Deborah, William, Stephen, Hannah, JAMES, M. D. Dr. James Otis mar. Lucy ———. He d. May 24, 1807, aged 73; she d. June 24, 1816, aged 80. They had seven children: Lucy, James, Hannah, CUSHING, M. D., Elizabeth, Abigail, and Thomas. Cushing Otis graduated from Harvard College in 1789, and studied his profession under Dr. Hitchcock. In 1792 he returned to his native town, and practiced in connection with his father. He soon became distinguished for his skill in the healing art, and was repeatedly elected one of the counsellors of the Massachusetts Medical Society, of which he was a member to the time of his death. His forensic powers were of a high order, his enunciation clear, and his diction elegant. His oration in commemoration of American Independence, pronounced at Scituate, July 4, 1800, at the request of the inhabitants, though the production of his youth, gave evidence of a highly cultivated mind and rhetorical powers. In 1801 he was elected a member of the Massachusetts Humane Society, John Warren, President. He was elected from his district to the House of Representatives in 1809 and 1812, and to the Senate in 1822-23. On Nov. 11, 1830, he was chosen President of the Franklin Association for Mutual Improvement, South Scituate, John Foster, Jr., Secretary. He was also a member of the Bunker Hill Monument Association. On July 15, 1831, he presented the Second or South Society with a handsome clock, which was placed in front of the gallery of the church. He mar. Abigail, dau. of Judge Nathan Cushing. He d. Oct. 16, 1837, aged 68; she d. June 9, 1852, aged 77. Their only child, Abigail T. Otis, did much for this Society during her life, and at her death left goodly sums to the church and town. She died in So. Scituate, Oct. 15, 1884, aged 73.

In religious sentiment Dr. Otis was decidedly liberal. He was a distinguished member of Rev. Samuel J. May's church. While he stood aloof from those who would "call down fire from Heaven," he was far from being a latitudinarian. He was content with the privilege of believing his faith to be right, without exhibiting any disposition to represent others as being in the wrong. Whatever might have been his particular form of faith, he was a firm believer in the great essential truths of natural and revealed religion. He adopted Christianity as a Divine system on the ground of its great external evidence, its perfect adaptation to human nature, and the truth and divine philanthropy which gives life and vigor to all its precepts. In social converse he was affable, communicative, and instructive. His refined taste, unaffected and habitual courtesy, vivacity of spirit, and discriminating mind rendered his society at all times endearing, and his death created a void in the community not easily filled.

George Torrey & Sons built their last vessel at this yard in 1812, the sch. "NEW SALLY," 56 tons; owned by Ensign Otis, Jr., Nehemiah Manson, Ephraim L. Young, George and David Torrey, Joseph Rogers, and Isaac Pierce of Scituate. Afterward sold to Waldoboro. The Torreys about this time removed to the Block-House Yard. They were succeeded at the Chittenden Yard by Laban Souther, who at first built alone, but later formed a partnership with Elijah Cudworth, under the firm name of Souther & Cudworth.

*Joseph Pratt* is said to have built at this yard at one time.

*Charles Cole*, probably, also built at this yard, and he certainly was interested in vessels built at the Harbor. He built in Scituate, in 1811, the sch. "INDEPENDENCE," 87 tons, of Boston; owned by Charles Cole, Elijah Curtis, Perez Pyncheon of Scituate, and others. Years later, Charles Cole purchased a wreck on the Scituate coast, which he had repaired on North River. He lived in Beech Wood, below "No Pork" Hill, Norwell, where his grandson, Charles Alfred Litchfield, now resides. His son Charles removed to Boston, and was at one time President of the Mechanics Bank, So. Boston. Charles Cole was son of James Cole, and was b. Sept. 1, 1759, and d. in 1840. He had three sons and five daughters. Mary, b. June 1, 1801, mother of C. A. Litchfield, is the only child now living.

*Laban Souther* came from Cohasset. He was uncle to Elijah Cudworth, and lived just north of the gate on the road leading to the residence of Samuel C. Cudworth, Esq. He d. Dec. 19, 1840, aged 78, and was buried in the First Parish Cemetery, Norwell. He probably left no descendants. He laid the keel of the "President," May 9, 1816, and she was launched March 29, 1817. In 1816, the sch. "PRESIDENT," 85 tons, of Boston, was built at Scituate by Laban Souther, master carpenter. In 1816, the sch. "MARGARET," 89 tons, of Cohasset, was built at Scituate by Walter Foster\* and Elijah Cudworth. In our researches into the business of ship-building on the North River, we find that no man stood higher, or has left a better record of honesty and industry, than Elijah Cudworth. He was a descendant of Gen. James Cudworth of Scituate, and son of Capt. Joseph Cudworth and Elizabeth Souther. Deane, in his "History of Scituate," gives an elaborate account of Gen. James Cudworth. In 1675, when over seventy years of age, he was chosen "General and Commander-in-Chief of all the forces that are or may be sent forth against the enemy," which office he continued in until the end of King Philip's War. He died in London, Eng., of small-pox, in 1682, where he was sent by the Colony as their agent. The Boston Cudworths were probably a branch of this family. The following item is taken from an old paper, and dated "Scituate, Dec. 4, 1764 :"

"Ran away from his Master, Benjamin Jacob, a Negro Fellow named Prince, not very black, about 26 Years old, has an Impediment in his Speech : Had on when he went away, a brown homespun Coat, with brass Buttons, a Pair of new Shoes, a black Jacket lin'd with yellow, brown Breeches, and old light blue Great Coat. Whoever shall take up said Negro, and bring him to his Master in Scituate or to Mr. Benjamin Cudworth in Boston, shall be well rewarded, and have all necessary charges paid. All Masters of Vessels and others are forbid concealing, harbouring or carrying off said Servant, as they will be prosecuted for so doing."—*The Massachusetts Gazette & Boston News Letter*.

The partnership of Laban Souther and Elijah Cudworth was particularly pleasant, and was only terminated by the death of Mr. Souther in 1840. Mr. Cudworth then took his four sons into the firm. They were all practical shipbuilders, having previously learned their trade at this yard. The firm procured timber from the vicinity at first, the forests then yielding plentifully white and black oak and other timber suitable for

\* See Wanton Yard.

shipbuilding. In after years it was procured from the forests of Bridgewater and Abington, at a much greater cost, part of which was for transportation. About 1859, the business becoming less profitable the firm dissolved. Mr. Cudworth, together with his eldest son, changed their occupation to that of farming. The younger members of the firm continued the art of shipbuilding at Briggs' Yard in So. Boston, and in many of the yards at East Boston and Medford. Elijah Cudworth, died Sept. 20, 1878, aged 90 years, 20 days, and is buried in the First Parish Cemetery at Norwell. He left four sons: 1. Elijah, died a few years ago; 2. Laban, who resides in Marshfield; 3. Joseph, mar. Sarah Jane, dau. of Joshua Stetson, no children; 4. John, mar. Mary Hersey; they have one dau., Mary Frances, b. July 17, 1859, who mar. Edwin Beal of Norwell and has two children: Edwin and Charles. Elijah Cudworth had four daughters, two of whom are now living. Joseph and John Cudworth live in Hanover near the Four Corners.

*Laban Souther  
Elijah Cudworth*

built at the Chittenden Yard, in 1818, the sch. "PHARAMOND," 84 tons, of Boston; owners, Elijah Curtis, Laban Souther, Samuel Tolman and William James, Scituate, and Lemuel Brackett, Quincy. This vessel was begun April 10, 1817, and launched March 19, 1818. It cost \$175 to rig her, and \$96 for duck for the sails. It appears that this vessel was fully rigged at the yard, was owned by a Scituate Company, and engaged in mackerel fishing for some years, making large returns to her owners. The last account of her was when she was sold to Boston merchants about 1821, and sailed on May 22nd of that year from there. In Mr. Cudworth's settlement with the owners, he paid Samuel Tolman, Jr., \$150, it being his part of the first payment. Mr. Cudworth received \$600. Mr. Souther \$225, and he says, "Laban Souther and myself paid \$124.50 each for the outfits of the sch. 'Pharamond,' and likewise received alike for the fish." They built here the next year, 1819, the sch. "SEVENTH SON," 87 tons, of Boston. The following copy of a charge from an old account book will show the rate of wages paid at this time. "Jan. 1, paid Thomas Ruggles \$20.50 for twenty and one half days 'wore don,' on the sch. 'Seventh Son.'" The "Seventh Son" was in

the Atlantic whaling from Provincetown under Capt. Cook in 1822. Rum was freely charged from time to time to the different vessels in all the yards as will be seen by the following copies of some of the entries: "Eighty cents for one gallon of rum for the sch. ———. Sixty cents for one gallon of rum for the 'Sisters.' Paid for one gallon of rum for the 'Old Sch.,' 48 cents," etc. The old sch. was probably the "Pharamond." This firm built the sch. "THREE SISTERS," in 1820. In Nov., 1820, Ensign Otis paid Elijah Cudworth \$189 on account of the earnings of the sch. "Three Sisters."

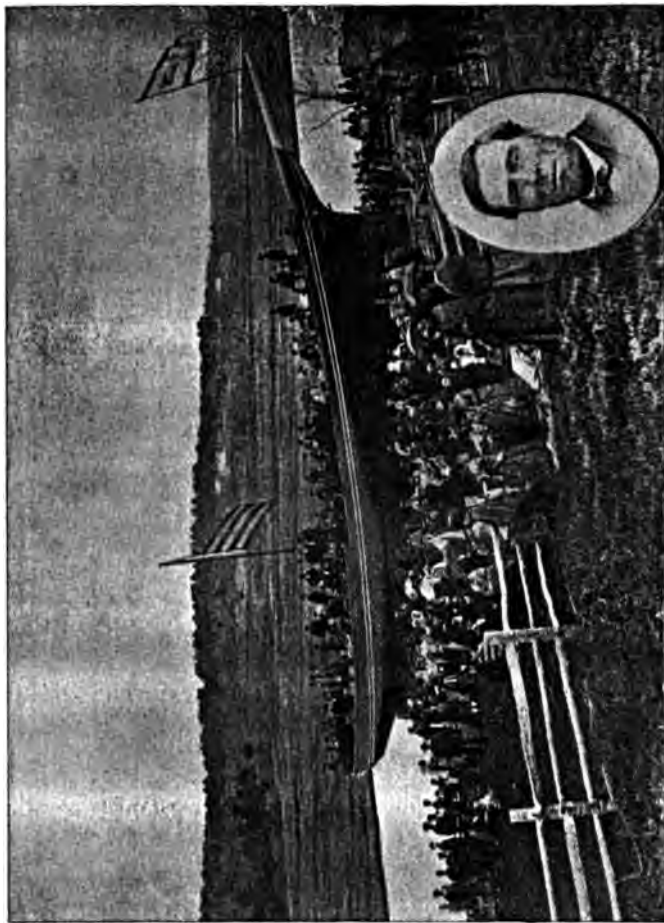
One of the characters of the time was *Fruitful Sylvester*. He was a negro born of a slave in the service of a Mr. Sylvester who lived on the Chittenden place during the Revolution. He died about fifty years ago and will be remembered only by the older people. He worked for the Fosters in 1820, and to show what wages were at that time he was paid for "Killing, cutting up and salting a cow, 62 cents." "For shearing six sheep, 36 cents." "Cutting two cords of hard wood at Grey's Hill, \$1.00," and other labor equally cheap. He was known the country round.

In 1822 the firm built a vessel which they named after Mr. Souther. 1822, sch. "LABAN," 87 tons, of Boston. Owners, in Scituate, Samuel Tolman, Jr., Elijah Cudworth, and Laban Souther. The same year, Samuel Tolman, Jr., bought of Souther & Cudworth 1-16 of the hull of the sch. "Laban," for \$135.93. William James had an interest in her and on her first fishing voyage received "\$360 on account of the first fare of the sch. 'Laban.'" In 1823 Souther & Cudworth built the sch. "WILLIAM;" also in 1823 the sch. "FREEDOM," 54 tons, of Boston. She was rebuilt in 1857, and owned in 1859 by Crocker of Marchias Port; Capt. J. L. Crocker. Warren Briggs of Norwell, (a descendant of Walter of 1640,) now 80 years old, worked in this yard about 1823, and has given me many interesting anecdotes. Souther & Cudworth built in 1824 the brig "RICE PLANT," 122 tons, of Boston; owned in Boston, and by Elijah Cudworth and Laban Souther. Also the same year, 1824, the brig "MARION," 98 tons, of Boston; owned in Boston, and by the builders, Laban Souther and Elijah Cudworth. Daniel Hall worked for S. Tolman, Jr., joinering on the "Marion." On Dec. 12, 1824, Ichabod Sylvester was paid 25 cents for going down river as one of the crew of the brig "Marion." In 1825 sch. "CLARINDA," 54



tons, was built in Scituate by Souther & Cudworth, and was owned in 1837 at Boston by Cyrus Wakefield. Among the many facts gleaned from the few old account books of the firm now in existence is the following : " On Jan. 5, 1826, Thompson & Wiley paid to the firm \$500.55, the last payment of fourteen from the earnings of this schooner, ("Clarinda"). Mr. Souther received \$100 of this and Mr. Cudworth the balance." Samuel Tolman, Jr., and Joseph C. worked joinering on the brigs "Marion" and "Rice Plant," and sch. "Clarienda." In 1826 the ship "LEONIDAS," 231 tons, of Boston, was built at Scituate by Souther & Cudworth; she was sunk off Charleston, S. C., in 1861. The "Leonidas" was sold to Captain Ellis, of Boston, for \$6201.10 "after deducting for carving for the head and stern." When the firm were building the "Leonidas," people used to ask Mr. Souther, who was somewhat of a stutterer, what the name of his vessel was going to be, to hear him say "Le-Le-Leonidas." Charles W. Sylvester, born in 1807, and his brother, Harvey Sylvester born in 1810, both worked in 1827 for Souther & Cudworth, and later for the Fosters. In those days the men were in the ship-yard from sunrise to sunset. The Sylvester brothers now live together, nearly opposite the old Torrey place, south of "No Pork" Hill on the road to Hanover. The firm built during the next six years the following vessels : 1827, the brig "MALAGA," 150 tons, of Duxbury ; 1828, the sch. "LOUISA," 60 tons, of Beverly ; 1829, the brig "HEBE," 171 tons, of Boston ; 1830, the sch. "MARIA," 64 tons, of Cohasset ; 1831, the sch. "REBECCA," 62 tons, of Cohasset. She was owned and sailed in 1861, by Capt. Silver, of Wellfleet. In 1831 they built the bark "FLORA," 293 tons, of Boston ; 1832, the sch. "AMERICA," 81 tons, of Boston ; 1833, the brig "JOSEPHINE," 232 tons, owned by Osborne Howes and others at Boston. The "Josephine" got ashore about half way between the mouth of North River and Huma-rock, and came near being wrecked. Luke Hall piloted her. She was got off safely. Souther & Cudworth built in 1833 the bark "NASHUA," 301 tons, of Boston. This was quite a large vessel for this yard. In 1834 they built the sch. "LOUISA," 97 tons, for Capt. Cook, of Provincetown. The sch. "PRESIDENT WASHINGTON," 49 tons, built in Scituate in 1834, owned in Augusta, Me., in 1884, was probably built in this yard. In 1836 the sch. "TARQUIN," 101 tons, of Provincetown, was built at Scituate by Elijah Cudworth, master carpenter. She was built for a lumber carrier, and had a





THE LAST LAUNCHING ON NORTH RIVER.  
Sch. "Helen M. Foster," 1871, at the Chittenden Yard.

Also Joseph Merritt, her builder.

low deck ; built of mixed wood, iron fastened ; owned in 1863 by E. W. Wood, Surry, Me. ; used as a fishing schooner in 1875, and owned by Charles Keith, Provincetown, Capt. Brown. Souther & Cudworth built in 1836 the sch. "REBECCA," 63 tons, oak, iron fastened ; owned in 1859 by Capt. Dill of Wellfleet. They also built about this time the sch. "ALMIRA," and the brig "SEA MOSS." They built in 1839 the sch. "SUSAN BAKER," 99 tons, of Boston. There is some dispute whether the "*Souther*" was built here or at Taylor's Yard, but as Laban Souther died the year she was built, this "Souther" was probably built here and named for him, and the "Souther" built at Taylor's Yard, was doubtless another vessel. The Her. brig "SOUTHER" was 198 tons, oak, iron and copper fastened. "Built in Scituate in 1840 by Souther." Owned in 1859 by C. Sawyer, Gloucester, Capt. Tucker, and in 1865 she hailed from a British port.

As was stated, after Laban Souther's death, Elijah Cudworth took his sons into the firm, but business was not very flourishing, on account of the scarcity of timber ; he was the master carpenter of the firm. In 1846 they built the sch. "JOSHUA BATES," 65 tons, of Plymouth ; and in 1848, the sch. "CONANCHET," for Mr. Lawrence of Cohasset ; also, in 1852, the sch. "SURPRISE," 70 tons, of Plymouth. She was built for a fisherman, of oak and yellow pine, copper and iron fastened. Owned in 1865 by W. L. Phinney, Plymouth, Mass., Capt. Bearse, and in 1884 owned in Lubec, Me. The Cudworths may have built a few vessels between 1852 and 1860, but we have been unable to ascertain the names of any, and the yard was probably little used until the Merritts built here.

*Henry Merritt* built here in 1851, the sch. "SARAH JANE," 67 tons. She was owned in 1876 by S. W. Lewis & Co., N. Y. In 1862, the sch. "FOREST BELL," built of oak, 44 tons, of South Scituate ; was owned and built by *Joseph Merritt*, who is now living on "No Pork Hill," Norwell. Also in 1862, the sch. "FOREST OAK," 62 tons, was built here by Joseph Merritt ; Israel Merritt, Capt. ; and in 1864, a *schooner* of 80 tons, Capt. Abel Vinal ; Ephraim Vinal owned one-half of her. In 1871 was built, at the Chittenden Yard, the *last vessel built on North River*. This was the sch. "HELEN M. FOSTER," 90 tons, built of oak by Joseph Merritt, draft 10 feet. She was iron and copper fastened, single bottom, and owned in 1875 by E. Snow and others, South Scituate and Cohasset,

Capt. Foster. The launching of this vessel was quite an event, and those who witnessed it probably saw the last launching of a vessel of any size from the banks of North River. Below is given an incomplete genealogy of this branch of the Merritt family, as they have many descendants in Scituate. Consider Merritt (brother of Elisha) mar. Betsey Stetson, and had children: 1. ELIZA, mar. John Corthell, Sr., and had children: John, Joseph, and Eliza. 2. SARAH, mar. William Cushing of Hingham, and has numerous children. 3. *Joseph*, the ship-builder, b. in South Scituate, Dec. 6, 1821; mar., 1st, Deborah, dau. of Anson Hatch; and 2nd, *Helen M.*, dau. of Daniel Foster, by whom he has had one son, Joseph F. 4. WILLIAM, mar. Elizabeth, dau. of Benjamin Turner, and had children: Sarah Elizabeth, Walter, Louisa, Hannah (now dead), and Malley. 5. JOANNA, mar. William O. Merritt of Scituate, and has numerous children. 6. MARTHA, d. aged 7 years.

When about eighteen, *Joseph* went to Quincy, where he was apprenticed to his father, who was doing the iron work of vessels there. Later he went to Hanover, where he worked for Warren Wright, and while in his employ did iron work on the "St. Paul" and other vessels, for Waterman & Barstow. From Hanover he went to South Boston, where he worked for E. & H. O. Briggs four years. He then returned to Scituate, and later built the "Forest Belle" on his own account.

Before leaving the Chittenden Yard we will speak of two characters, both negroes, well known in the yards of "ye olden time." One was *Uncle Peter Litchfield*, who used to drive one ox, and when he wanted to train a new steer, he put it on ahead of the old ox. People used to ask him how he liked his new steer to hear him say, "Does pretty well for a flying jib." The other was *Hezekiah Williams*, or "*Black Bill*," as he was familiarly called. No man was so well known in Scituate as he, and no one was so welcome at all of the yards. Black Bill was supposed to be a runaway slave. Where he came from, how he came, or when, no one seems to remember. He lived in the woods, in little huts built by himself, at one time, over fifty years ago, in front of the Dana place. His hobby was the building of ships in the woods, some half dozen at a time; building a fleet, he called it, with which he hoped to sail South and free the slaves. He never finished a single vessel, but would build them in a strange manner, as, for instance, putting the mast in the ground, and building around it, putting up

frames that resembled anything from a ship to a hen-coop. He built at one time in the woods near George Moore's Swamp, and also at Hobart's Landing. He would work on his vessels until without money or food, then he would leave them to work for the farmers when he had earned enough to buy a little Indian meal, when he would go back to his vessels. While at work for the farmers, he would eat as much as two or three men, but would live very sparingly when in the woods at work building. Black Bill built some of his vessels on the Collamore place. His last residence was on Scrabble Lane, east of Cummings Litchfield's, in South Scituate. From here he went to the Bridgewater Almshouse, where he died.

## CHAPTER XV.

### BLOCK-HOUSE YARD.—1701-1834-48.

WILLIAM JAMES, WILLIAM JAMES, JR., DANIEL HATCH, JAMES TORREY, JOTHAM TILDEN, LUTHER TILDEN, GEORGE TORREY, DAVID TORREY.

THIS yard was located in the bend of the river, on the Scituate side, just above the site of the old Block House. It was here that the Indian stood who shot Elisha James, (?) who was on the Marshfield side, standing where the marshland curves out into the river. The old house that stood near the site of the yard was used as a block-house or garrison during King Phillip's War. It was attacked in May, 1676, when the Indians made a raid into Scituate, but was not carried. John James, whose house (now occupied by John Henderson) was near the block-house, was mortally wounded, and died after lingering about six weeks. The Block-house Yard was first occupied early in 1700, by the Jameses and Tildens.

Records state that the following named vessels were built in Scituate, though they offer no actual proof of the said vessels having been built at this yard. This list is here given as a matter of convenience: 1701. Bark "AMITY," 65 tons, Capt. Richard Lillie; owner, Samuel Lillie. 1701. Sloop "MAY-FLOWER," 30 tons; owner, John Frizell. 1702. Brig't'n "JOHN & DOROTHY," 40 tons, Capt. William Smith; owner, John Frizell, Boston. 1705. Sloop "ELIZABETH," 20 tons; owners, Joseph Lewis of Hingham, and Eleazer Darbey of Boston. 1705. Brig't'n "ROSE," 60 tons; owner, Samuel Lillie of Boston. 1706. Brig't'n "LUKE," 60 tons; owners, Samuel Lillie and John Horton of Boston. 1707. Sloop

"HART," 40 tons; owners, Edward Martyn of Boston, merchant, and Thomas Palmer and James Aynsworth of Barbadoes, merchants. 1707. Brig't'n "ABIGAIL & ELIZABETH," 80 tons; owners, Richard Smith of London, merchant, and Capt. Michael Gill, mariner, and William Smith of Charlestown. 1708. Ship "DOROTHY," 50 tons; owner, John Frizell, Boston. 1708. Sloop "SWAN," 20 tons; owners, Samuel Doggett, Jr., John Rogers, Samuel Tilden, and Joanna Butler of Marshfield. 1708. Sloop "RUTH," 30 tons; Timothy Cunningham, of Boston, owner. 1709. Brig't'n "CHARLES," 40 tons; John Frizell, of Boston, owner. 1709. Ship "LYON," 70 tons; William Blair and Andrew Belcher, of Boston, owners. 1710. Ship "DOROTHY," 60 tons; John Frizell, of Boston, owner. 1710. Sloop "DOLPHIN," 30 tons; John Foster and Daniel Wair, of Boston, owners. 1710. Brig't'n "SUCCESS," 60 tons; John Coleman, of Boston, owner. 1711. Sloop "EAGLE," 30 tons; owners, John, Thomas, Macy, and Abigail Howes, and Silvanus Hussey of Nantucket. 1712. Brig't'n "MARTHA," 50 tons; owners, Nathaniel James and Peter Oliver, merchants, and Brattle Oliver of Boston. 1712. Brig't'n "FRIENDSHIP," 60 tons; James Pitts, Gyles Dyer, Jr., merchants, and Edward Martyn, of Boston, owners. 1713. Ship "THOMAS," 70 tons; owners, Jona. Belcher and Andrew Belcher of Boston. 1784. Sch. "SPHYNX," 43 tons, of Boston. 1784. Sch. "BECKEY," also written "*Becca*," 54 tons, of Boston; owned by David Tilden of Boston, John Sutton of Cohasset, and Howard Pierce of Scituate. 1784. Sch. "POLLY," 69 tons, of Scituate; owned by George Morten, Joshua Otis, Nathaniel Wade, and Seth Turner of Scituate. 1785. Sch. "SUKEY," 49 tons, of Provincetown. In 1810, this vessel was sold for the payment of seamen's wages. The first shipbuilder on this yard, whose records are preserved, was William James, son of Dea. John, Jr., who was son of Dea. John, who came into Scituate in 1668, probably from Dedham, and purchased the Ephraim Kempton estate, near the Blockhouse. William was born 1746, and mar., in 1780, Mary, dau. of Capt. Benjamin Randall. They had children: 1. Lydia, (who mar. Capt. Bass of Quincy). 2. Betsey, (who mar. Rev. William Torrey). 3. William, Jr. 4. Hannah, (who mar., 1st, Briggs Alden of Duxbury; 2d, Josiah Leavitt of N. Y.)

William James, Jr., was born in So. Scituate, March 1, 1789, and d. Jan. 14, 1854, aged 64 years, being buried in the



First Parish Cemetery, Norwell. He succeeded his father at the shipyard, and mar. Mar. 7, 1816, Welthea Alden, who was b. Aug. 13, 1792. They had children: 1. WILLIAM ALDEN, b. March 7, 1818; d. June 13, 1819. 2. MARY RANDALL, b. Jan. 12, 1820, mar. Sept. 26, 1843, Edward H. Delano, of New York, Naval Constructor; she died Sept. 10, 1854. They had two children: William Edward, b. in Virginia in Sept. 1853; d. the same month, and Edward Franklin, b. in Dorchester, Mass., Aug. 21, 1854. 3 and 4. ANN APPLETON and twin sister, b. Jan. 2, 1822. She d. Mar. 14, 1887; her twin sister d. Jan. 3, 1822. 5. HENRY PACKARD, b. Aug. 4, 1823; d. July 26, 1825. 6. WILLIAM HENRY, b. Apr. 19, 1825. He went to the Pensacola Navy Yard as clerk for Edward H. Delano, Naval Constructor, and there mar. Laura Ingraham, of that place, Dec., 1858. They had seven children: Harry Ingraham, b. in North Carolina, Minnie, Daisy, George, Welthea Alden, Laura I. and William Henry; of these George and Welthea Alden only are living. 7. ALBERT, b. Feb. 7, 1827, mar. June, 1863, Helen Hopkins of New York. They had one son, Josiah Leavitt, b. in 1864. 8. WELTHEA ALDEN, b. July 6, 1830, mar., Sept. 16, 1850, Benjamin Merritt, Jr., of Watertown, Mass. They had four children: Helen James, b. Jan. 9, 1852, (who mar., July 19, 1876, Abraham Hun Berry of Boston). Louisa Phillips, b. March 6, 1857. Benjamin Frederick, b. March 14, 1865, and John Alden, b. Aug. 23, 1875. 9. FREDERICK AUGUSTUS, b. Nov. 27, 1832, mar. Ellen Foster, of So. Scituate, May, 1855. They had two children: Mary Delano, b. Oct. 7, 1856, and Ellen Foster, b. Nov. 14, 1857. Mary Delano d. Oct., 1863, and Ellen Foster mar., March, 1886, James Gurney, Jr., of East Boston, and d. Aug., 1888. They had one child, Fred J., b. Oct., 1887; d. Aug., 1888. Frederick Augustus James d., Sept. 8, 1865, in the Union Army. 10. HANNAH PACKARD, b. Sept. 5, 1835, recently living in Newton.

*William James*, Sr.,

built, in 1795, the ship "MARY," for Mr. Joseph Tilden, of Boston, and in his certificate he swore that she was "full built,"

that she had "2 decks and 3 masts," that her length was "90 feet, 6 inches, her breadth, 27 feet, 1 inch, her depth, 13 feet, 6 inches, and that she was of 286 tons burthen." She was

lost probably on the coast of North Carolina in 1829. William James built at this yard, in 1799, the ship "MARY ANN," 242 tons of Boston, and in 1804, the sch. "MARY," 99 tons, of Boston. Owners, Charles Ellus, Cushing Otis, of Scituate, and others.

*Daniel Hatch* built in Scituate, and probably at this yard, in 1802, the sch. "SAUCY JACK," 90 tons. Owners, William Vinal, Jr., John Tilden, David, Jr., and Cushing Otis of Scituate.

William James became a partner of Jotham Tilden's with whom he built until too old for active business life. Shipwrecks of vessels, belonging to Scituate and elsewhere were frequent during the early days. Scituate's Second Church records mention the death of

"Capt. Seth Gardner, aged 32, Perkins Clapp, aged 21, Caleb Nichols, aged 28, Henry Nichols, aged 19, Reuben Nichols, aged 17, James Brown, aged 27, Thomas Jenkins, aged 26, Prince (colored), aged 18, who were lost in the shipwreck of the 'Cyrus' at Cape Cod, about 1830 or earlier. One lad, George Fuller, aged 16, escaped."

The bodies of three, Gardner, Clapp and C. Nichols were subsequently found and buried at the Cape.\* As they were all Scituate men it was very likely a Scituate vessel. From a newspaper of earlier date the following is taken :

"We hear from Scituate, that last Monday (Mon., Nov. 9, 1761) in a snow storm two sloops were drove ashore and lost, but the people's lives were saved: one of the sloops belongs to Salem, having her mainsail lower'd to two racks, a spring of wind like a whirlwind, run up the mainsail to the head of the mast, blew it from the racks into the water over the stern, which they dragged some hours, when another spring of wind blew it out of the sea on board again. They came out in company with five sail from the Eastward, two arrived safe, and one is yet missing, which, it's feared, is founder'd."—*The Boston Gazette and Country Journal*.

The first American citizens who were engaged in whaling and sealing around Cape Horn, after the peace of 1783, were Nantucket men, and many vessels were built on North River for Nantucket firms.

*James Torrey* built here in 1806 and earlier. He built in 1806 the sch. "PIICEBE," 117 tons, of Boston. Owners, James Torrey, Elijah Curtis, Thatcher Tilden, of Scituate, and

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\* See Briggs Yard.

others. *James Torrey* b. 1755; was son of Capt. Caleb, and an uncle of George and David, who built at this yard later.\* The Tildens built many vessels here between 1700 and 1800, and in 1801 they built the ship "FLORA," 306 tons, of Boston; built by Jotham Tilden. The poor of Scituate and the surrounding towns were carried each year to the town-houses of the several towns and sold out to service for the following year. In Scituate yearly could be seen the families packed in old farm and ox-carts, being carried to and from the sales. Charles Turner, father of Hon. Samuel Adams Turner, used to put a clause in each town warrant to see "If the town would support an Alms-house." Old David Torrey used to say, after reading the warrant, "See, there is Charles again, always wanting to spend the town's money in erecting an Alms-house." But finally Charles carried the day, the appropriation for an Alms-house was voted for and it was erected. Uncle Ellis was an odd character of the day; he used to drink freely, and had a habit of lying about in dark places. Many persons, still living, well remember the start they may have experienced by coming suddenly upon him in some dark corner. No descendants or relatives were left to mourn his loss.



and his brother *Luther* built here. They were sons of Dea. Samuel, of Marshfield, who died May 29, 1834, aged 95.

Jotham was b. Jan. 10, 1767; d. Dec. 18, 1843, and was buried in the "Two Mile" grave yard in Marshfield. He mar. Betsey Turner, for his first wife, Jan. 13, 1794; she died in 1817, and he mar., 2d, Betsey, sister of Elijah Brooks, in 1819. Jotham had children only by his first wife, viz.: 1. JOTHAM, b. Nov. 10, 1794, mar. and d., leaving a widow, Mary, who afterward mar. Christopher Oakman, and children: 1. Frederick, never mar. 2. Allen Crocker, who mar. a dau. of Tilden Ames, and left one son. 3. William Henry, never mar. 2. GEORGE, b. Dec. 16, 1796; he mar. Mercy L. Clift.†

3. BETSEY, b. Oct. 2, 1799; mar. David Harding, and had children: 1. Sarah; mar. Dr. Oliphant of St. Louis. 2. Henry C.; mar., 1st, a dau. of Rev. Calvin Lincoln; and 2nd, ———. No children. 4. MARIA, b. April 21, 1802; mar.

\* See, Chittenden Yard.

† See Brooks & Tilden Yard, Marshfield, for account of this family.

Elijah Brooks.\* 5. WILLIAM HENRY, b. Aug. 18, 1804; mar. Sarah Rainsford, dau. of Dea. Rainsford of Boston, and had children: 1. Augusta; mar. James Bates of Weymouth, and they have children there. 2. Josiah; mar. Widow Snow. No children. 3. Charles; mar. a Connecticut girl; had no children. 4. Harriet F.; mar. Edward F. Tilden of Chelsea, a ship-builder, son of Hatch Tilden; no children. 5. Louisa; never mar. 6. Mercy, and one or two others, d. young. 6. HORATIO NELSON, b. March 8, 1808; mar. Mercy Ford of Marshfield, and had children: 1. Mercy; mar. William F. Damon of Marshfield. Have several children. 2. Horatio A.; mar. Lucinda Damon, sister of William F. They have children: Carleton and Cora. 3. Helen; mar. Dea. George Beal of Cohasset; no children. 4. Lizzie, and one or two unmarried.

*Luther Tilden*, son of Samuel and brother of Jotham, was b. Jan. 2, 1777, and d. March 6, 1857, aged 80. On his gravestone in the First Parish Cemetery at Norwell is represented a vessel, with the blocks under her, ready to be launched. He mar., 1st, Philenda Brooks, who d. March, 1837; and 2nd, Sarah S. Benson, July 4, 1841; she d. Jan. 13, 1862. By his first wife he had seven children, viz.: 1. PHILENDA, b. March 2, 1802. She mar. a Mr. Bond of Waltham, and had two or three children, of whom, Josephine, mar. a Mr. Bramen of Brooklyn, N. Y. One other, Sarah, mar. a Mr. Foster of Waltham. 2. LUTHER ALBERT, b. June 2, 1804; mar., and had two children: Julia and Charles Albert. (Julia mar. John Turner, and has three children; Emma, who mar. Charles Tilden of So. Scituate; Nellie, and John.) Charles Albert mar. a Miss Glover of W. Scituate. 3. JULIA, b. Dec. 30, 1806; mar. Capt. James Southworth of Scituate; she d. 1880. They had five children: Florence (died when two days old), Edward, Sarah (d. aged two years), Catharine (d. aged two years), and Caroline. Edward mar., 1st, Eliza Talbot of So. Scituate, and by her had one child, Fannie. His second wife was Hattie E. Hill of Sherborn, and they have had three children: Frank, Stacy, and Alice. Both boys are living. This family now reside in Quincy, Mass. Caroline mar. Oliver Prouty of So. Scituate, and had seven children: Elmer, Edward, James, Alvord, Ella, Lottie, and Olive. She moved to New Jersey, and d. about 1884. 4. SARAH, b. April 24, 1809; mar. William Turner of

\* See Brooks & Tilden Yard.

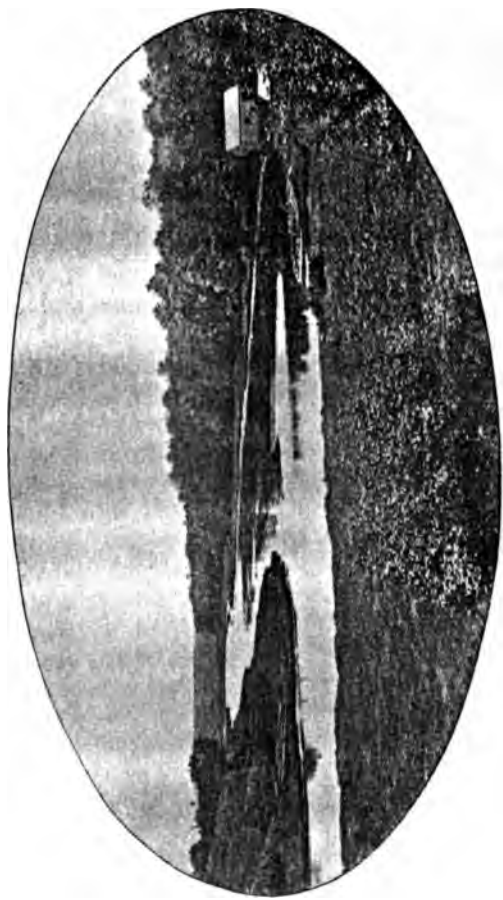
Scituate, and had four children, viz.: Humphrey, William Francis, Arabella, and Eudora. Humphrey died lately in the West, where he was the editor of a paper and a prominent man. William Francis mar. a Miss Stoddard of So. Scituate. They had no children. Arabella, mar. Coleman Ford of So. Scituate, and has several children. Eudora, mar. Charles T. Bailey of Scituate, and has several children. 5. WILLIAM PHILLIPS, b. May 9, 1811. He mar. Mary Foster of Scituate, and had several children, three of whom are now living, viz: Laura, William, and George. Laura mar. Dr. James S. Greene of Fitchburg, and now lives in Milton. They have one son, Joseph. William mar. Anna Haynes of Milton, and has two children, Mary and Cora. George mar. Alice Butler, from the West. Their oldest child, Laura, died when about four years of age. They are now living in Milton, and have three children: Charlie, Alice, and Edith. William Phillips Tilden is the only surviving child of Luther. He is now living in Milton with a second wife. 6. LUCY BROOKS, b. Aug. 19, 1818; mar. Dr. Jarvis Lewis of Waltham, and had one dau., Helen, now living in Waltham. 7. CAROLINE, b. Sept. 4, 1820. She was never mar., and d. at 30 years of age, or less. The author is indebted to the Rev. Wm. P. Tilden for the following entertaining sketch concerning his early life, and his recollections of the Block-House Yard:

"The neat little one-story house in South Scituate where I was born, seventy-eight years ago, holds its age finely. It is located four or five miles from the sea, but near enough to hear the distant roar of the surf after a storm. The first I remember is being out in the end yard of the house, after a rain which had made lakes and seas of the hollow places, trying to sail the top of a small trunk, torn off and turned over, to look like a vessel in one of these inland seas. It was a perfectly natural thing for me. I was born to it, as a duck to the water. Wasn't my father a ship-carpenter, and hadn't I heard the sea roar, and wasn't I going to build ships and go to sea? It was the prophecy of coming events, though there was no pulpit in the vision, that I remember. My childhood was a happy one. Its memories are very sweet. We were not poor and not rich. Father had a good trade, and plenty of work; and mother, besides being so precious, was so bright, so good, so buoyant, such an adept at her needle, keeping all the children neat, and trim, and clean. What would the world be without the tender and watchful care of loving mothers! When I was seven or eight, my father sold the little place where I was born, and built a larger house on the bank of North River, where for some years he and his brother carried on ship-building together. Sixty years ago, Scituate, Hingham, and Co-

hasset carried on the mackerel fishery to a very large extent, giving employment, during the summer season, to a large number of people in Plymouth County. A boy in our region who had never been mackerel fishing was lightly esteemed by his comrades. He was of little account. The summer I was thirteen, I got leave of father and mother to ship with a skipper they well knew. This was the beginning of my academical education. Many a boy goes to Exeter to prepare for Cambridge, with less pride and joy, I have no doubt, than I started off on my grand expedition, dressed in my fisherman's suit, every article of which, from my red flannel shirt to my pea-jacket and tarpaulin, was made by my precious mother's hands. For six or seven consecutive summers I continued in this academy, learning some things, as is the case, I suppose, in other seminaries, which had better be forgotten. The summer I was sixteen I was high line, as it was called, beating even the skipper; packing one hundred and thirty-four barrels, I think it was, caught with my own hands. About this time I began to work with my father in the ship-yard, still fishing during the summer months while I was learning my trade. The daily recitations in this, my university course, needed no offset or balance of foot-ball, base ball, boat race, or other gymnastics, we took all that the natural way. Our broad-axes and mauls were our dumb-bells; our whip-saws and cross-cuts our vaulting bars; and deck beams, drawn up by the creaking stage on our shoulders, were our patent lifts. We worked from sun to sun in those days, often having a steaming forehood to bend after sunset, to use up the summer twilight. But you 'literary fellers,' whose education has been so sadly neglected in these directions, probably don't know what a forehood means; and even if I should tell you it is a plank to be bent round the bows, set home, buckled to, reined in, wedged hard down, clamped to the timbers, butted and spiked ready for boring and tree-nailing, I doubt even then if I should give you a perfectly clear idea, so difficult it is for scholars trained in different schools to understand each other's terms. The Block-house Yard was not well adapted to building. The ground was mostly springy and wet; the way to it was through a rocky pasture, with only a cart path, where deep ruts and frequent stones tried the heavy wheels, loaded with timber, and the necks of the patient oxen, which bore the swinging white oak trunks, planks, and knees. Then, when the timber was in the yard, there was not sufficient room for it. Beside this, when the vessel was launched, she had to run directly across the river into the mud on the other side. Souther & Cudworth's Yard, a half mile up the river, and Foster's, above that, were far better yards; more spacious, and with a finer chance for a glorious launch up or down a long reach. Still, there were many vessels built at this yard. But the Block-house, though not a No. 1 ship-yard, was a glorious place for us boys. Here came noisy and jubilant throngs from Front street, Back street, and all the lanes round about, in the dusk of a summer evening, for a glorious swim

and a good time generally; especially Saturday evenings, when the week's work was over. What schools of human porpoises would roll and tumble in the star-lit stream, preparatory for the clean Sunday shirt. We used to run a long spring plank out over the end of the wharf, hold down the shore end with a boulder, and running out, give a leap and a dive, and the next you saw was a yellow spot under water, away out, nearly half across the river, with a motion like a frog; then, breaking the water, he would shake the beady drops from his head, clear his nose for breathing freely, and continue across, resting on the opposite bank, or making a graceful curve and coming back for another dive. When the frogs began to peep, in the spring of the year, there was fine eeling near the banks up and down the river. We used a pole and line, and a sinker with a worm strung on a thread, called a 'fishworm bob.' What fun it was to pull them out upon the meadow grass, and bag them for breakfast! We had superb skating in winter, and good fishing through the ice for eels, perch, and the beautiful striped bass. When about twenty-three, I married a noble woman whom I had known and loved from childhood, and we moved to Medford, whose 'Ship street,' now desolate, was alive with ship-building. It was not long after this when, working with my dear ship-carpenter, classmate, and orthodox friend, Rev. W. T. Briggs, we discussed, almost fiercely, the high themes of fore-knowledge, free-will, and fate, and I hammered away on the hard side of 'Calvinism.' One day, when I was about twenty-five, while at work in the ship-yard at Medford, I saw my portly pastor coming, looking through his glasses, first one side and then the other, as was his wont going up the broad aisle. I dropped my axe to welcome him, and soon found he had a gospel of hope for me. He had taken counsel, and came to tell me he thought I might — yes, *I might* — enter the ministry. That spot of ground is still sacred. I have been to it as to the Mecca of my first hope. All signs of the old ship-yard, to a stranger's eye, were gone; but I knew the old land-marks, and found the spot where I dropped the broad axe to hear the glad tidings that opened to me a new life. I was glad to stand there and feel something of that hour come back to me through the vista of nearly half a century."

*Jotham Tilden* built here, in 1815, the sch. "NEW SO-PIRONIA," 69 tons, of Scituate; owned by Cushing and Ensign Otis, Jr., Coleman Jenkins, Elisha Foster, Jr., and Luther Tilden of Scituate. William James, George and David Torrey, and Jotham and Luther Tilden were in company from about this time until later than 1821. The largest vessel recorded as having been built at the Block-house Yard was, in 1815, the ship "MALABAR," 355 tons. She had two decks, three masts; length, 102 feet; depth, 14 feet; breadth, 28 feet; owned in Boston.



THE BLOCKHOUSE SHIP-YARD.  
North River.





*George Torrey*

and David Torrey were the master carpenters. The next year two vessels were built here, viz.: 1816, the sch. "MARY & POLLY," 77 tons, of Chatham; and the

same year, 1816, sch. "ANN ROSINA," 123 tons, of Petersburg, Va.; owners, Ebenezer Pope, of Boston, and others. Jotham Tilden was the master carpenter of both these vessels. The "Ann Rosina," it is said, was named after either the captain's or mate's daughter. The captain was Thomas Manchester, and the mate Mr. Cudworth. She was used as a Boston and Richmond packet. An old ship-carpenter now living, and in his ninety-first year, remembers having worked on the "Ann Rosina." Is it not wonderful that there is a man now living who can tell you that he worked on this vessel built in 1816? This remarkable man is HARVEY HALL, and the following account of an interview with him may be of interest. He was born June 30, 1799, in East Marshfield, where he has lived the greater part of his life. He married Charlotte Tilden, in 1824, and has quite a progeny. I found him in the orchard of his farm, near East Marshfield village, then in his ninetieth year, in the top of a Baldwin apple-tree, on a ladder, gathering apples. I asked him what he was doing, and he replied, "Gathering Baldwins," as he did every year between the 10th and 20th of October, for the old people used to say, in his day, that Baldwins should be gathered at that time of the year. Coming down, he invited me into his home, where he entertained me very pleasantly. He entered the ship-yard at the age of eighteen, under the instruction of Jotham Tilden, at the Block house Yard. The first vessel he worked on was the "Ann Rosina." From here he went to the Navy Yard at Charlestown, where he worked six months. He then went to work tree-nailing or "trunnelling" for Noah Brooks, at South Boston, working on the last ship he built there. Edwin and Harrison O. Briggs succeeded Mr. Brooks in ship-building at this yard, and Mr. Hall tree-nailed nearly all the vessels built by them. He worked in the Magoun & Turner Yard, Charlestown Neck; also in the following ship-yards in Medford: Foster's, Taylor's, Waterman & Ewell's, Hayden & Cudworth's, and James O. Curtis'. Later, he worked in Samuel Lapham's, Jarius Pratt's, and Hugh & Donald McKay's, East Boston; at John Souther's, at Quincy; and Nathan Josselyn's, at Quincy Point,

where he worked on the "Mount Wallaston." He also worked on many vessels built by Cushing Otis Briggs and his brother Henry, in Scituate. He remembers Isaiah Wing's ship, as she lay at Doggett's Bank, during Embargo times, until nearly unfit for service. He was also an eye-witness of the battle between the "Chesapeake," Capt. Lawrence, and the English frigate "Shannon," off Cohasset. Here, he says, the action began in earnest, and, after a hard, short fight, the "Chesapeake" was captured June 1, 1813. When ship-building became dull, he retired to his present home in his native town, and is now enjoying the competence acquired by the labors of his youthful days, and living with his widowed daughter.

In 1817 there was built, at the Block-house Yard, the sch. "WILLIAM," 49 tons; sold afterward to Freeport. Also in 1817, the sch. "PHILENDA," 72 tons, of Boston, named after Luther Tilden's daughter, "one of the prettiest girls in the neighborhood." It was also the name of Mr. Tilden's wife. The "Philenda" was owned by Elijah Turner, John Beal, Samuel Jenkins, Jr., Jesse Dunbar, Snell Wade, Gideon Vinal, Doane Damon, and Nathaniel Clapp, Scituate, Nathaniel Clift of Marshfield, and Smith T. Reed of Abington. In 1819, the sch. "BETSEY," 91 tons, of Provincetown, was built here, of which David Torrey was the master carpenter. There was also built here, in 1821, the sch. "VESTA," 91 tons, of Boston; afterward of Provincetown, and used whaling; David Torrey, master carpenter. This schooner was named after Vesta, the wife, or Vesta, the daughter, of David Torrey. The same year, 1821, the sch. "PRIMROSE," 71 tons, of Chatham, was built at this yard, of which Jotham and Luther Tilden were the master carpenters. In 1823 there was built here the brig "WILLIAM & HENRY," 185 tons, of Duxbury; afterward sold to Philadelphia, and in 1855 she was whaling from Warren, R. I. James N. Sparrell, who worked on Foster's Yard, also worked on this vessel on the way down river and at the Ferry. In 1824 there was built at this yard the sch. "EMILY COOK," 116 tons, of Boston. She was altered into a brig Sept. 13, 1827. David Torrey was master carpenter of her. Daniel Hall worked joinering on the "Emily Cook" in 1824. At this yard were built the following vessels, viz.: In 1825, the brig "LE VANTE,"

*David Torrey*

and William James, Jr., builders, 219 tons, of Boston; afterward of Lynn; also owned at one time in Ware-

ham, and, while in the whale fisheries, was condemned at Honolulu in 1847; and in 1826, the sch. "BALTIMORE," 130 tons, of Boston; William James, Jr., and David Torrey, builders and part owners. In 1827, the brig "MARIA THERESA," 229 tons, of Boston; William James, Jr., master carpenter; and in 1828, the sch. "COLUMBIA," 59 tons, of Boston; William James, Jr., master carpenter. In 1829, the sch. "RIVAL," 66 tons, built for mackerel fishing, commanded by Capt. Henry Clapp, and owned by John Beal, Jesse Dunbar, Sr. and Jr., Peleg and Elijah Jenkins, Jr., Henry and Capt. Alfred Clapp of Scituate. Rev. William P. Tilden, when quite young, went fishing in this craft. She was lost while in the Southern coasting trade in winter. In 1831 was built here the sch. "RUBICON," 67 tons. David Torrey was the master carpenter. She was built of oak, iron and copper fastened, one break deck; owned in 1859 by Capt. Thomas of Rockland, Me., and in 1861 by A. Foss, Swan Island. In 1832, the sch. "AURELIA," of 69 tons, was built here by David Torrey, and owned by John Beal, Peleg, John, and Elijah Jenkins, Jr., Anthony Waterman, Harvey Curtis, and William Vinal, Scituate. Here was also built, in 1833, the brig "CASKET," 155 tons, of Boston, of which James & Torrey were the master carpenters; and in 1834, the brig "AMULET," 153 tons, of Boston; James & Torrey, master carpenters. Abiel Turner, who worked in Melzar Turner's Yard in 1837, in William James' and David Torrey's in 1834, and for Elijah Cudworth in 1833, was son of Roland, and had sons, Henry A., George R., John D., and a daughter, Sarah W., (who mar. Charles Merritt.) Henry A. Turner\* has had children: Flora J., Susie O., John H., Nathan S., George C., and Mary R. It has been said that the sch. "ROWENA," 69 tons, built in Scituate, Mass., in 1834, was built at this yard. She was re-built in 1869, at Calais, Me. She was built of oak, iron and copper fastened, single bottom; owned in 1872 by Cook & Co., Calais, Capt. A. Cook, commanding; and in 1884 by Damon & Waite, at Calais, Me. David Torrey is said to have built the brig "ABRAHAM" in 1847-48; but whether at this yard we do not know. The ship "ENTERPRISE," owned in New Bedford at one time, was also built by the Torreys. Thus ended the good old ship-building days at this yard, which is one of the most beautiful and romantic parts of the tortuous North River.

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\* See Rogers' Yards for H. A. Turner's wife's family.

## CHAPTER XVI.

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### BROOKS & TILDEN AND WILLIAM TAYLOR YARDS. 1784-1860.

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SCOLLAY BAKER, PRINCE HATCH, ELISHA FORD, JR., AARON SHERMAN, ELIJAH BROOKS, WILLIAM H. TILDEN, GEORGE TILDEN, WILLIAM TAYLOR, ISRAEL CARVER.

THE *Brooks & Tilden Yard* was located about forty rods above Union Bridge on the Marshfield bank of North River, and on land formerly owned by Hatch Tilden, adjoining the highway which runs over the bridge. The *William Taylor Yard* was also located on the Marshfield side of North River a few rods below Little's Bridge on land then owned by Edwin P. Little and now by Enos M. Stodder, or Stoddard. There are no records to prove that ships were built at these yards before they were occupied by the above firms, but vessels were probably built at both yards in early times. The following are records of some of the vessels built in Marshfield between 1784 and 1809, and as the other yards were occupied by other builders during these years, it is fair to presume that the following vessels were built at these yards, which probably remained unoccupied from about 1810 until the above firms built on them. In 1784 the sloop "ABIGAIL," 50 tons, of Marshfield, was built at Marshfield, and Jacob Bearstow, of Marshfield, owned her. Also in 1784 the Brig'tn "WILLIAM," 135 tons, of Boston, was built at Marshfield. Afterward foundered at sea; and the same year, 1784, the sch. "POLLY," 52 tons, of Marshfield. Joseph, Mary, and Mercy Phillips, owners. Afterward sold to Barnstable. There was built in Marshfield, in 1786, the sloop "SALLY," 44 tons, of Marshfield. Benjamin Hatch, of Marshfield, and Charles Hatch of Pembroke, owners. Afterward sold to Boston; and the same year the

sloop "JUNO," 90 tons, of Marshfield. Elisha Ford and Jonathan Ford, of Marshfield, owners. In 1792 there was built in Marshfield the brig "DEBBY," 107 tons, of Boston, and the next year two vessels, 1793, the sch., afterward brig't'n, "HELEN," 100 tons, of Boston, and 1793, sloop "NORTH RIVER," 27 tons, of which Snow Stetson was deputy surveyor. Owned by Charles and Benjamin Hatch, Jr., Marshfield, and Seth Hatch, Pembroke.

*Scolley Baker*

commenced the building of a square sterned schooner at Marshfield, in April, 1800, launched her in October, and Dec.

27, of the same year, she was lying at Lyman's wharf, so called, in Boston. This was the schooner "POLLY," 114 tons, of Duxbury.

*Prince Hatch*

built here in 1801, the sch. "THREE FRIENDS," 74 tons, of Barnstable.

Elisha Ford, Jr., built in Marshfield, the next year, 1802, the brig "ELIZA," 165 tons, of Marshfield. Elisha Ford, Sr., and Jr., of Marshfield, owners.

Aaron Sherman built in Marshfield, in 1809, the sloop "POLLY," 35 tons, owned by Benjamin Rogers and Ebenezer Sherman, Marshfield. She was afterward sold to Boston. Aaron Sherman lived near "Old Skunk Meeting House," Marshfield. While vessels were building on the beautiful river shore of Marshfield, other vessels were being destroyed on her rocky coast, driven before the easterly gales, and many are the sailors who have found their graves in the sands of this town. *The Boston News Letter* records the following, dated Marshfield, Nov. 28, 1712:

"On Tuesday the 25th current, 1712, six men going off the Gurnet Beach in a whale boat at Duxbury by reason of boisterousness of the sea oversetting the boat they were all drowned, viz.: William Sprague, Ebenezer Bonny, Thomas Baker, of Duxbury, Thomas Wright, Job Cole and Andrew Seaward, of Marshfield."

*The Boston Evening Post* speaks of two great storms. The first under date of June 11, 1759, viz.:

"We hear from Marshfield that Capt. English in a schooner from No. Carolina was drove on shore there, the men's lives and some part of the

cargo saved but the vessel lost and that another schooner was cast away, not far from the above, which was stove to pieces and the people all drowned, but who she was, or where from, is not yet known."

The second under date of Sept. 11, 1769, reads as follows :

" Last Friday noon came on a very violent N. E. storm, attended with rain which lasted till next morning and it is said several vessels are drove ashore at different parts in our Bay, but as yet we have no particulars, only a sloop Capt. Atwood from the Eastward on Nahant Beach, a vessel on Baker's Island; Capt. Stutson\* in a sloop from the West Indies, at Cohasset and a sch. at Marshfield."

From *The Boston News Letter*, dated Dec. 25, 1760, is taken the following :

" Last week some men landed in a boat at Marshfield, they belonged to a sloop laden with lumber from the Eastward, which in a hard gale of wind lost every sail and the men not being able to manage her, they took to their boat and left her."

The *Massachusetts Spy* of Feb. 1, 1771, contains an account of a wreck here as follows :

" Capt. Cooper bound to Bermuda was cast away in the night of the 22nd. ult. at Marshfield and the vessel entirely lost, but the men saved. He sailed from hence the morning before."

We will leave the account of shipwrecks to record the following remarkable paragraph, which appeared in *The Boston Gazette and Country Journal* of Feb. 5, 1774 :

" We hear from Marshfield that the puissant A—— W—— Esq. lately went into a neighbor's house and being seated, though very uneasy, he was inquired of what made him so, when he instantly arose and drew forth a sword (being formerly a valiant soldier) declaring he would make daylight shine through 'em but what he would carry his point, giving as a reason that he was afraid of his life without being arm'd, tho' never assaulted. Being thus account'ed one day on going to his barn, his cattle being affrighted and taking him to be a stranger, surrounded him and we hear 'twas with difficulty that he escaped with his life and the loss of his sword."

This was during the Revolutionary period and in no town in Massachusetts was there probably more excitement over the stirring events of these times than in Marshfield. Undoubtedly the feeling would not have been so strong if there had not been in their midst three noted Tories or Loyalists, led by Nathaniel Ray Thomas. The first mention we find of him in the papers was in the *Boston News Letter*, of Dec. 4, 1761, (?) the following :

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\* See account of the Stutsons, Wanton Yard.

"Wednesday, the 13th day of January, 1762, the Gov. signed the following act. An act for exchanging meadow and meadowish ground belonging to the First Precinct in Marshfield in the County of Plymouth with Nathaniel Ray Thomas of said Marshfield, gentleman, for salt-meadow."

Nathaniel Ray Thomas was the sole surviving child of John and Mary Thomas. John Thomas mar. Mary, dau. of Simon and Judith (Manwaring) Ray, of New London, Conn., 1724. They had eight children b. between 1724 and 1737. John Thomas and his wife both died in 1737, leaving but one child, the noted Loyalist of Marshfield. They were not related to the Thomas family of Marshfield, descendants of John and Sarah Pitney Thomas. William, the common ancestor of the Loyalist's family, came over in the "Mary and Anne" in 1636. Nathaniel Ray Thomas was b. in Marshfield in 1731, and d. in Windsor, Nova Scotia, Sept. 19, 1787, he having gone there at the time of the evacuation of Boston in 1776. His wife and all his children, except John, followed after the war. She died there in 1810, aged 78. The home of Nathaniel Ray Thomas, of over 1500 acres, became the home of Daniel Webster in Marshfield, he buying it in 1832 of John, son of Nathaniel Ray Thomas. Walton Hall now owns and occupies the farm. Near his house, which is on the site of the Daniel Webster house, is a large tree to which many of Capt. Balfour's soldiers were tied and flogged for misdemeanor. In the following extracts taken from the papers of the times there will be seen many references to the Loyalist, and what a deal of trouble he occasioned in Marshfield. He evidently caused the town to pass some Resolves which it did not voice and which it afterward virtually rescinded, as will be seen by the following paragraphs under different dates. *Boston Gazette and Country Journal*. Extract from a letter from Duxbury, Feb. 5, 1774 :

"I imagine you have by this time heard of the very remarkable Resolves of the town of Marshfield respecting the destruction of teas, &c. which was effected principally by the insinuating act of a certain man, who having lately rendered himself odious to the Province by his conduct in a public station, is endeavoring to wipe off the infamy on the people of that town. His insinuations are (as I am informed by people of veracity) that the tea must be paid for; that any town remonstrating against the destruction of it, will effectually secure them against paying any part of the expenses and if it is paid for that his particular share will be £40 who commonly pays scarce £3 per annum of the Province tax. However the sentiments of the Old Colony are not to be collected from those of Marshfield."



Two days later appeared, in the same paper, the following :

"We are informed that the Resolves of the town of Marshfield were carried by a majority of only one vote, and we soon expect a more intelligible account of the meeting than has yet been given in a public paper."

In the *Massachusetts Spy*, of Feb. 23, 1774, appears :

"A protest signed by a large number of the prominent inhabitants of the town of Marshfield against the proceedings of said town on the 31st of January last," as follows : "We the subscribers think ourselves obliged in faithfulness to the community, ourselves and posterity, on every proper occasion to bear our public testimony against every measure, calculated to destroy that harmony and unanimity which subsists through the colonies and so eventually to the destruction of those liberties wherewith the Author of Nature and our happy constitution has made us free. Were they not already notorious, it would give us uneasiness to mention the Resolves which were voted in this town the 31st of January last. To the first of these Resolves we do not object; but do heartily join in recognizing our loyalty and subjection to the King of Great Britain and our readiness to be ever subject to the laws of our legislature. In their second Resolve, they say that the 'measures and proceedings in the town of Boston in the detention and destruction of the teas, belonging to the East India Company, are illegal, unjust and of a dangerous tendency,' against which we take the liberty to protest. We have long groaned under the weight of an American Revenue Act and when by the virtue of the people in not purchasing any goods loaded with a duty, the malignity of the act was in some measure evaded, a scheme was devised and prosecuted by the ministry, to enforce said act by permitting the East India Company to force their infectious teas upon us, whether we would or not. At this, not only the inhabitants of Boston, but of the whole province were very much and very justly alarmed and while they were prosecuting every method that human wisdom would devise that the tea should be sent back undamaged, it was destroyed, but whether by the people of that town, or any other town of this province does not appear. 3dly. They resolved to instruct their Representative 1st, to endeavor that the perpetrators of these mischiefs be brought to justice. This appears to us to be the business of another department. We have executive courts and officers, whose business it is to punish offenders and we trust they are faithful. 2dly. They instruct him to endeavour that his town be excused from paying for said teas, which we think might have been omitted, at least, till there was a probability of a requisition from proper authority for payment. They conclude with a denunciation 'of all methods of imposition, violence and persecution, such as has been most shamefully exercised upon a number of inhabitants of Plymouth by obliging them to sign a recantation' &c: Such bitter, virulent and injurious reflections on our brethren at Plymouth, ought not to have taken place until some shadow of proof had been adduced to the town, that any such violence &c. was ever practiced by them on a single person. The occasion of this our protest has given us great uneasiness and we were confident those extraordinary resolves would not have taken place but by the insinuations of a certain gentleman who seems willing his constituents should share in the resentment of the whole country, which he has incurred by his conduct in a public character. We mean not to countenance riotous and disorderly conduct but, being convinced that liberty is the life and happiness of a community, are determined to con-

tribute to our last mite in its defence, against the machinations of assuming, arbitrary men, who, stimulated with a lust of dominion and unrighteous gain are ever studying to subjugate this free people." Marshfield, Feb. 14, 1774. (*signed*):

Anthony Thomas,  
John Brown,  
William Thomas,  
Thomas Foord,  
Thomas Waterman,  
Isaac Phillips,  
Samuel Tilden,  
John Dingley,  
Joseph Kent,  
Benjamin White,  
Joseph Hewit,  
Thomas Fish,  
Jeremiah Low,  
Benjamin Tolman,  
Jethco Taylor,  
Samuel Williamson,  
Nathan Thomas,

Nehemiah Thomas,  
Benjamin White, Jr.,  
Lemuel Delano,  
Jabez Dingley,  
Isaac Carver,  
Thomas Dingley,  
Samuel Smith,  
Thomas Waterman, Jr.,  
Peleg Foord,  
Asa Waterman,  
John Waterman,  
John Shurman,  
Samuel Tilden, Jr.,  
Samuel Oakman,  
Gershom Ewell,  
William Clift,  
Joseph Bryant,

Paul Sampson,  
John Oakman,  
Joseph Oakman,  
King Lapham,  
Barnard Tuels,  
Peleg Kent,  
Zenas Thomas,  
Joshua Carver,  
Lot Howes Silvester,  
David Carver,  
Nathaniel Thomas,  
William Thomas, Jr.,  
Luther Peterson,  
Briggs Thomas,  
Elisha Kent,  
Timothy Williamson,  
Joseph Clift.

In September of the same year, "patience ceased to be a virtue," and the inhabitants of the surrounding towns decided they could not permit Mr. Thomas to longer remain among them; accordingly they marched to his house, but their bird had flown. The *Boston Evening Post*, of Sept. 12, 1774, says:

"We hear from the County of Plymouth that, on Wednesday last, upwards of 2000 of the substantial yeomanry collected from the several towns of Plymouth, Hanover, and Pembroke, repaired to the house of Nathaniel Ray Thomas, of Marshfield, one of the new Council; but, having had some previous intimation of the intended visit of the people, he thought it unsafe to remain, even in Marshfield, and accordingly fled, the night before, with all speed, to the City of Refuge."

At the request of Nathaniel Ray Thomas, and three hundred other Loyalists of Marshfield, a company of the Queen's Guard, under Capt. Balfour, was sent down and quartered in Mr. Thomas' house. The wine closets constructed in the cellar by Capt. Balfour, for the use of himself and officers, were in existence until the house was burned. (*See foot note.*) The

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FOOT NOTE. Isaac Thomas who d. in Marshfield, March 6, 1859, remembered Capt. Balfour's visit plainly. Isaac Thomas descended from the youngest son of John and Sarah Thomas (see Thomas Genealogy, Brick-kiln Yard). Isaac, the only son of Zenas and wife Abigail, was b. Nov. 11, 1765, and d. Mar. 6, 1859. He was in his tenth year at the commencement of the American Revolution, and the strange acts of both Whig and Tory citizens of the place were indelibly impressed on his mind. On Dec. 20, 1774 he beheld and followed with boyish curiosity the Queen's Guards commanded by Capt. Balfour as they marched by the common, where his school room was situated, on their way from North River to their destined quarters at the mansion house of Nathaniel Ray Thomas. He often spoke of the brightness of their bayonets as they glittered in that midday sun of one of the mildest days that the annals of past Decembers have recorded. He also, on the morning succeeding the battle of Lexington, witnessed Capt. William

presence of troops greatly annoyed the inhabitants, and, after vainly applying to Gen. Gage to withdraw them, (see Chapter on Pembroke Yards,) the militia of the surrounding towns marched to Marshfield for the purpose of routing them; but Capt. Balfour embarked on board some British vessels lying off Brant Rock, a few hours before the arrival of the militia, part of it under Col. Bailey of Hanover. Had the militia arrived three hours earlier, the second battle of the Revolution would, without doubt, have been fought in Marshfield. Another account of how the British troops annoyed the inhabitants of these towns appeared in the *Boston Gazette and Country Journal*, under date of Jan. 30, 1775 :

"Card players are said to be no Economists. If the troops at Marshfield do not pay Barrack money for the houses they occupy there, yet where they fright a wife and children from home into a neighbour's house, pence may be saved, and thus Simple Saplin may be called Economist."

We will now return to the history of the ship-building at the Brooks & Tilden Yard. *Elijah Brooks* and *George Tilden* built here for about ten years. In 1838, *William H. Tilden* was interested with them. *Elijah Brooks*, b. Feb. 25, 1793, was the son of *William*. He mar. *Maria Tilden*, dau. of *Jonathan Tilden*. They had children: 1. *Elijah*, (who mar. *Lizzie Turner*, dau. of *Samuel A. Turner, Esq.*; they had one child, now deceased.) 2. *Franklin*. 3. *Maria*, (who. mar. *Benjamin A. Hathaway* of *Plymouth*; she d. leaving two daughters, *Emma* and *Helen*.) 4. *Elizabeth*. *Elijah Brooks* d. July 1, 1854, aged 61. *William*, his father, d. April, 1794, aged 80. Both are buried in the First Parish Cemetery, *Norwell*. *George Tilden* d. about 1868. He married three times. By his first wife, *Mercy Little Clift* of *Marshfield*, he had one child, *George Wales*, b. 1833, who mar. *Alice Tilden*, and they have one child by adoption. Mr. Tilden's second wife was

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*Thomas* and his young kinsman as they ascended to the summit of the hill, and saw him discharge the three alarm guns while his attendant beat the drum, which was the concerted signal to acquaint the surrounding inhabitants of the commencement of hostilities. He saw the burning of the obnoxious tea on the height which yet bears its name, and saw the torch touched to the fire fated pile by that devoted Whig, *Jeremiah Low*. He was fond of relating descriptions of the olden school-room.

"Surely 'twas a rustic school-room  
All unplastered there it stood,  
Broad and deep its ancient hearthstone  
Where they rolled the logs of wood;  
Coarse the furniture within it,  
Diamond lattices for light,  
Cross-legged table for the master  
Where he did the copies write."

Sybil Stetson of Scituate, and by her he had two daughters, Sybil, now dead, and Georgiana, who mar. Henry T. Jenkins. He had no children by his third wife, Catharine Bailey of Scituate. In 1837, Brooks & Tilden built the sch. "HURON," 106 tons; owned by James Damon, Elijah Jenkins, Jr., Henry Bowers, Seth Webb, and Francis Thomas of Scituate. James Damon was captain, and Mr. Anderson mate, to North Carolina. From North Carolina she went to Barbadoes, loaded with staves and naval stores, with orders to sell at a limited price. They went to seven islands, including Guadaloupe, Martinique, Dominique, and finally sold the cargo at St. John, Antigua; then went to St. Thomas for provisions, and back to Little Washington, N. C. The "Huron" was lost two or three years afterward, bound from Boston to Nassau, in the same hurricane that Capt. Coleman (formerly of Scituate) was lost in, in the brig "Anawan," which left New York on the same day in September, for Cuba, on which the "Huron" left Boston for Nassau. The same year, 1837, they built the sch., afterward Her. brig, "LEWIS BRUCE," 113 tons, of Provincetown. This vessel was owned by Heman Smith of Boston, and was under Capt. Cook. She was condemned at the Cape de Verde Islands many years ago. The next year, 1838, they built the sch. "ERIE," 113 tons, of Scituate; owners, Lemuel and Seth Webb of Scituate, and Elijah Brooks, William H. and George Tilden of Marshfield. They also built here the brig "MICHIGAN" and the sch. "ROANOKE." In 1840 they built the brig "JOSEPH BALCH," 153 tons of Boston. Elijah Brooks built, in 1843, the brig "ALLEN KING," 206 tons; owners, John Manson and George M. Allen of Scituate, and Elijah Brooks, master carpenter, of Marshfield. This was probably the last vessel built at this yard, and was not a successful one for her builders. She lay in Boston Harbor all one winter, and, while at anchor there, was damaged by a gale, and sold for a very low figure to George N. Allen and Mr. King of Scituate Harbor, and for these two gentlemen she was named. Being a very fast vessel, she was used as a fruiter, and coined money for her new owners, under Capt. John Manson. He took her to the West Indies, and to Brazil, once or twice, but most of the time to Malaga, in the Mediterranean. He left Malaga with a full cargo of fruit for New York, and arrived back in Malaga, with a full cargo of staves, in sixty-two days, carrying back to Malaga the report of his own arrival in New York, being the quickest passage ever made. He was fifty-eight days from Gibraltar

to New York and back. It will perhaps not be too much out of place to insert, between the history of these two yards, the record of a severe shock felt in Marshfield over one hundred years ago, a notice of which appeared in the *Boston Evening Post*, Monday, March 15, 1773 :

" We hear from Marshfield that, on the 21st ult., in the night, the inhabitants there were wak'd with a very loud noise, and considerable jar of the houses, which they took to be an earthquake; but it is since conjectured that it was occasioned by the severe frost, as it was heard several times, sometimes louder than at others, by many, who rose immediately. The ground is cracked in many places several yards in length, so wide that a man may put his whole arm into the chasms."

The same year there occurred here a sad accident, which is recorded in the *Boston Evening Post*, Monday, July 19, 1773, as follows :

" Last week, two boys went bathing into the water at Marshfield, when one of them, venturing beyond his depth, was unfortunately drowned."

Two years before the above, a death occurred, the cause of which was probably, like most sudden deaths in those days, unknown, but would be recognized to-day as apoplexy or heart disease. This was on May 20, 1771, an account of which is found in the *Boston Evening Post*, of June 10, 1771, as follows :

" We hear from Marshfield that, on the 20th of May, Mr. Kenelm Bake., aged about 76 years, being at his mill, grinding a grist of corn, complaining of a pain in his stomach, when the corn was out went and stopt the mill, and, turning himself, fell against another man, and died in a minute or two."

The William Taylor Yard, referred to earlier in this chapter, was occupied in later years by *William Taylor* and *Israel Carver*. William Taylor now lives (September, 1889), on Telegraph Hill, Marshfield, and is, without doubt, the oldest living ship-builder of the North River. Mr. Taylor was the son of Richard and Lydia (Perry) Taylor, and was born in Scituate, Feb. 14, 1796. He learned his trade of a Mr. Thomas of Duxbury, a somewhat noted ship-builder of his day, and immediately went to work on the River. On Dec. 6, 1825, he mar. Miss Eliza Kent, dau. of Capt. William Kent of Marshfield, who d. in 1875; and in 1881, in his eighty-fifth year, he mar. Miss Lydia Allen, who lived but a few years. Mr. Taylor had the reputation of being one of the best workmen that wielded a broad axe in these parts, and his services were eagerly sought by all the master builders on the river. Soon after his first

marriage, he rented half of the house now owned by Mr. Bacon, near the North River Bridge, Pembroke, and commenced to build vessels on his own account at the Brick-kiln. He built three or more vessels besides those at this yard, and took the position of foreman in different yards, which he held to the end of his labors. He retired from work a few years since, and lives on his farm, surrounded by his sons, who have all been ship-masters in their younger days. Mr. Taylor has two daughters; one is the wife of a sea captain on the Cape, and the other the wife of Ed. Arnold of Rockland. Mr. Taylor is a very humorous man, and loves to tell of his boyish pranks. For some fancied or real slight by a bevy of girls, in his younger days, he induced them to ride in a tip-cart, which he was driving, and, coming to quite a deep and swift running brook, he withdrew the fastenings, and dumped them all into the water, from which they emerged more wet than hurt. On some gentlemen observing to him, not long since, that he must have been strictly temperate to have arrived at his great age, he very humorously remarked that he had drank rum enough to float the largest ship that ever swam, and chewed tobacco enough to load her. Mr. Taylor has the appearance of a perfectly well man of sixty. There was built at the Taylor & Carver Yard, in 1848, the sch. "LAKE," 74 tons, oak, copper and iron fastened, 67 feet long, break deck; owned in 1863 by E. Barnard & Co., Bucksport, Me., Capt. Hopkins, and in 1869 at Orland. In 1850 was built the sch. "HORN," Laban Smith, owner; Capt. Robert Hall. Afterward, James Marble commanded her. The "SOUTHER" was built here by Israel Carver. About 1860, William Taylor and Israel Carver built a schooner of about 70 tons, probably the "EDIE LITTLE," named after Edw. P. Little's wife. Among the ship-builders who left the North River were Henry and John Taylor, who went to Medford; afterward, John Taylor went to Chelsea, and was the first to build there. Joshua T. Foster went to Medford from So. Scituate. Paul Curtis, William Cudworth (born in Sea View), and Elisha Hayden (of So. Scituate), went to Medford. Many of Scituate's first settlers came from Kent. Edward Goodwin, of Boston, Mass., a shipwright, was of Chatham, in Kent, Eng., and without doubt the art of ship-building, so early established at North River and Boston, can be traced to the dock-yards of Chatham, on the Medway.

## CHAPTER XVII.

### BRIGGS YARD.

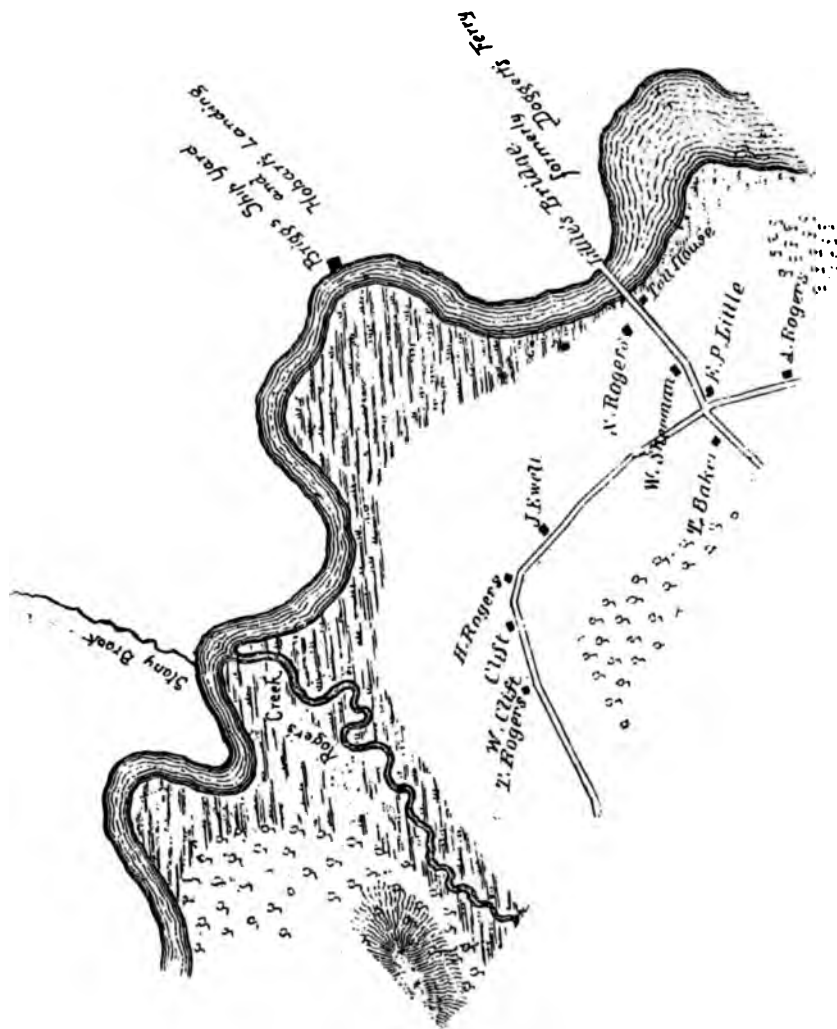
(HOBART'S LANDING.)

1645-1842.

THOMAS NICHOLS, SAMUEL HOUSE, JR., JEREMIAH HATCH, WALTER HATCH, JEREMIAH HATCH, JR., ISRAEL HOBART, JAMES BRIGGS, SETH BRIGGS, JOHN BRIGGS, THOMAS BARKER BRIGGS, CUSHING OTIS BRIGGS, HENRY BRIGGS, CHARLES C. BRIGGS, WILLIAM T. BRIGGS.

THIS yard was located in Scituate, a short distance up the river from Little's Bridge. It joined "Belle House Neck," which leads down to Little's Bridge. The old workhouse is still standing, and it is the only one now left on the river. On the side of the workhouse is the outline of a ship, cut nearly fifty years ago by H. O. Briggs, a descendant of the family who built vessels here for nearly a century. The old spring down by the stone landing is still running freely. The stone landing marks the spot about where the vessels stood. Vessels launched on this yard would shoot across the river into the opposite bank, and it would sometimes take two or three days to dig them out. Rufus Clapp claims the distinction of being the first to stop this, by putting planks across the stern, leaving the ends far out on each side, thus retarding the headway of the vessels in the water.

*Thomas Nichols*, a shipwright, had lands, in 1645, near and southwest of the spot since known as Hobart's Landing, at which latter place he carried on the art of ship-building. We have been unable to learn of any living descendants of Thomas



MAP OF NORTH RIVER, FROM KING'S LANDING TO LITTLE'S BRIDGE.  
 (The river flows from left to right.)





Nichols, unless there be some in Cohasset. Thomas, Jr., succeeded to his father's lands in Scituate, and his son Joseph, b. 1673, lived near George Moore's Bridge. Joseph lost three sons in the French War, viz.: Joseph, Jr., Thomas, 3rd, and Noah. Israel, son of Joseph, resided at the old homestead, near the landing. He lost three sons in the Revolutionary War, viz.: Israel, Jr., Samuel, and Thomas, 4th. Caleb, grandson of Israel, Sr., son of Caleb, lost three sons by shipwreck—Caleb, Henry, and Reuben—at Cape Cod, in the "Cyrus," under Capt. Seth Gardner, in August, 1830.\* Noah, who d. in the Revolution, left a family, viz.: 1. Nabby. 2. Betsey, who mar. Charles Jones. 3. Cynthia. 4. Lucy, who mar., in 1818, Christopher Cushing, Esq., and, in 1827, Judge Wood of Middleboro'.

Rebecca Nichols, dau. of Thomas, the ship-builder, mar., in 1664, *Samuel House, Jr.*, who succeeded his father-in-law at the yard, and continued the building of ships. Samuel resided a short distance northeast, and near the ship-yard. He was son of Samuel, who resided southeast of Coleman's Hills in 1636. Descendants of Samuel, the ship-builder, settled in Hanover, west of the Third Herring Brook, and in Pembroke, near the ponds.

*Jeremia Hatch* and Walter Hatch built at the landing at a later period. They were brothers, and sons of Elder William Hatch, who settled on Kent street, at the Harbor, in 1634. Jeremiah and Walter resided near each other, southeast of the Second Society's Meeting-house. They have numerous descendants in Plymouth County, and Vermont. Jeremiah mar. Mary, dau. of John Hewes, "the Welshman," and had fourteen children. *Jeremiah*, the oldest, succeeded to the ship-building at the landing.

*Israel Hobart*, a shipwright, came into Scituate in 1676 from Hingham, where his house had been burned by the Indians in the spring of that year. He settled on North River at Hobart's Landing where he carried on the art of shipbuilding for many years. His house stood near the ship-yard and it was a spacious mansion adorned with two carved cherubs over the door. He was son of the Rev. Peter Hobart of Hingham, and was b. 1642, and d. 1731, aged 89. He probably occupied the ship-yard

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\* See Block-house Yard.

until it was used by the Briggses. Previous to the time the Briggses occupied this yard, the following vessels were built in Scituate and probably many of them were built at Hobart's Landing by the above builders. In 1678 the brig't'n "SWALLOW," 35 tons, Capt. Ebenezer Dennis; owners, Penn Townsend, James Barton, Samuel Lillie, Boston; owners in 1698, Penn Townsend, Samuel Lillie, Boston, Capt. John Ober. 1678, slp. "DESIRE," 16 tons. A round sterned open vessel; owners in 1698, John Wing, mariner, Boston, and Mary Ellery, widow, of Gloucester. 1682, slp. "INDUSTRY," 20 tons; owners, Capt. Jonas Clarke, Jonas Clarke, Jr., Cambridge. 1683, slp. "JOHN & ABIGAIL," 25 tons. Captain in 1698, Joseph Flood, owner, James Flood, Boston. 1684, "JOSEPH & BENJAMIN," 30 tons. owners, 1698, Capt. James Flood, of Boston, and Peter Coffin of Exeter, N. H. 1692, brig't'n "HOPE," 40 tons. Capt. Abraham Hill; owner, Samuel Lillie, Boston. 1692, slp. "THREE FRIENDS," 16 tons, square sterned open vessel. Daniel Ware, master; owners, Samuel Lillie, Boston, and William Peperel, Kittery. 1693, slp. "WILLIAM & MARY," 40 tons, John Tulley, master; owners, Jonathan Evans, Bronsden & William Hobby, merchants, John Gerrish, gunsmith, Samuel Greenwood, shipwright, and James Berry, mariner, Boston. 1693, bark "MARY," 60 tons; owners, Capt. John Foster, Samuel Legg, Edward Martyn, Benjamin Alford, Edward Thomas and Thomas Walker, of Boston. 1693, ship "NINETY," 90 tons; James Barnes, Jeremiah Allen, merchants, Bartholomew Green, William Dowsbury, Jeremy Dumer, Robert Calep, John Marshal and Capt. Nathaniel Green, who was master, were the owners. 1694, ketch "GOOD-HOPE," 25 tons, Capt. John Peabody; owner, John Coleman, Boston. 1694, ship "MARY," 80 tons; owners, Capt. Benjamin Thaxter, Benjamin Alford, Samuel Legg, Thomas Walker and Edward Martin of Boston. 1694, slp. "BLACK-THORNE," 30 tons, of Gloucester; owner, Capt. John Harradine. 1697, ship "SARAH," 90 tons, a square sterned vessel; owners, Robert Howard, merchant, John Hobby and Robert Crosby of Boston. 1698, brig't'n "SWALLOW," 20 tons, lately called "*Blessing*"; owners, Thomas Miers and Samuel Lillie of Boston. 1698, brig't'n "SPEEDWELL," 40 tons; owner, John Frizel of Boston. 1699, ship "PROVIDENCE," 80 tons, Capt. Joseph Royal, Jr., John Coleman, Andrew Belcher and Samuel Legg of Boston, owners. 1699, ship

"PRUDENCE & DOROTHY," 60 tons, of Island of Barbadoes; owners, Capt. John Frizell of Boston, John Phillips and John Trent of Barbadoes. These were all built as is seen prior to 1700. Commencing with the next century there was built in the year 1700 the brig't'n "DOROTHY," 30 tons, Capt. Thomas Clutty; owners, John Frizell, John Hobby and Thomas Hutchinson of Boston. 1702, ship "LEOPOLD GALLY," or "*Leopold*," a *galley ship*, 70 tons, Capt. John Pitts; owners, Stephen Vassal, of the Island of Jamaica, merchant, and William Clarke of Boston. 1703, slp. "ANNE," 35 tons; owners, Elbenzer, James and Daniel Coffin of Nantucket, and Andrew Belcher of Boston. 1704, slp. "LYON," 30 tons; owner, Andrew Belcher of Boston. 1704, brig "TRYALL," 60 tons; owners, John Colman of Boston, and Richard Eaton of London, merchants. 1705, ship "VICTORY," 90 tons; owners, Samuel Lilly, merchant, and Lewis Hunt, of Boston. 1705, ship "REBECCA," 90 tons, lately called the "*Victory*," owners, Thomas Clark, David Jeffries, Francis Burroughs, Samuel Phillips, William Clark and Eliah Adams of Boston. 1706, brig't'n "UNITY," 65 tons; owners, Daniel Oliver, Joseph Wadsworth and Nathaniel Oliver, of Boston. 1706, slp. "MAYFLOWER," 25 tons; owners, Joseph and Isaac Ryal of the Island of Antigua. 1711, ship "FRIENDSHIP," 60 tons. Jon'a Belcher, merchant, and Andrew Belcher of Boston, owners.

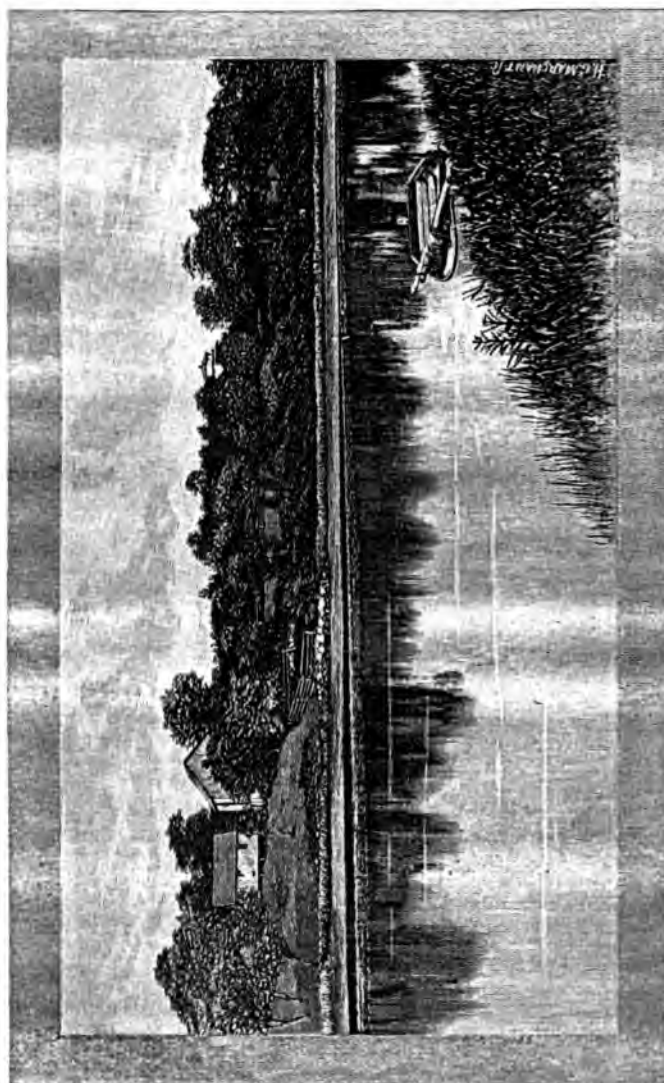
Hobart's Landing and the Briggs ship-yard was late the residence and farm of Nathan Rogers. It is now owned by his heirs. Adjoining this farm toward the sea is a high elevation of land called the "BELL HOUSE NECK" from the fact of there having been a bell hung there over two centuries ago, which was rung to warn the early settlers of the approach of hostile Indians. The Neck was not far from Little's Bridge, it was an ancient Indian burying place, and was later known as CUSHING'S NECK. BROOKHALL FIELD was on the the North side and SCHEWSAN'S NECK was on the Northeast. The first landholder excepting William Vassall, of record at Bell House Neck appears, to have been Samuel Fuller one of the "Mayflower" company. He owned twenty acres of land "on the East of Bell House Neck," and adjoining the farm of Mr. Vassall. In 1643 Peter Collamore succeeded to the Fuller land and erected a house. This farm was known as the Collamore Place for two centuries. In 1634-5 Elder Thomas King came into Scituate with Mr. Wil-

liam Vassall and built a house a few rods south of Mr. Vassall's on the top of the hill at Bell House Neck. Resolved White, who came to Plymouth in the "Mayflower," in 1620, had by order of the Colony Court, in 1640, a grant of "100 acres of upland and marsh on 'Bell House Neck' adjoining Mr. Vassall's farm on the south-east." The same year he mar. Judith, eldest dau. of William Vassall and in 1646, Mr. Vassall gave him other lands adjoining his. Later Jeremiah Burroughs came into possession of the White farm and after him Lieut. Isaac Buck, a blacksmith, who in 1660 built a house near Scituate Harbor. William Vassall, also referred to in the chapter on "North River, Continued," received probably the first grant of land at Bell House Neck. Deane says, "He denominated his plantation 'WEST NEWLAND,' his house, erected 1635, 'BELLE HOUSE,' the whole neck of land, 'BELLE HOUSE NECK,' and a beautiful field of planting land on the North side of the Neck, 'Brook hall field.'" The bell to warn the settlers of the approach of Indians was very likely at Mr. Vassall's house, and he without doubt first gave the above name to this neck. Captain John Vassall, son of William, succeeded to part of the plantation in 1634, and sold his part in 1661 to John Cushing. In 1743 John Cushing, 3rd, resided here. The latter year he built a house southeast of Walnut Tree Hill.\* A large farm on the bank of North River adjoining the Briggs ship yard was owned by the noted Capt. George Little, master of the "Boston frigate." Captain Little also took the ship "Barsu" after a severe engagement about the year 1812. Capt. Little's son, Amos R. Little, went out with his cousin, Luther Little, of Marshfield, to shoot wild pigeons in 1815. Luther Little was partially deranged, and while on Belle House Neck he shot his cousin in a fit of insanity, and then himself. The sudden deaths of these two young men cast a gloom over Scituate and Marshfield for some time.

The Briggs family built ships at Hobart's Landing probably as early as 1750. *James Briggs* was the first of that name recorded as having built here. He was b. in 1719 and was a lineal descendant of Walter and a direct ancestor of the author. A genealogy of the Briggs family is inserted here; the names of the direct line from the ancestor Walter are printed in small capitals, *prefixed by Roman numerals*, excepting the names of the shipbuilders, which are printed in italics.

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\* See chapter, Miscellaneous Yards, Scituate.



BRIGGS' SHIP-YARD AND HOBART'S LANDING.  
(Showing the original workhouse on the left.)



## GENEALOGY.

WALTER Briggs, the common ancestor of the shipbuilders in the Briggs family, was in Scituate as early as 1643. He purchased, in 1651, a farm of Timothy Hatherly, on the north side of Farm Neck. The Cove within the Glades was named, as early as 1650, after Walter Briggs, and still bears the name of BRIGGS HARBOR. It is on the extreme northeast point of Scituate. The Indian name for this harbor was MISHQUASHITUCK. Vessels of small burthen were years ago built here and fishing and coasting craft used to winter in this cove. In the *South Shore Herald*, of April 8, 1884, there appears an account of the wreck of the sch. "Australia," Capt. Thompson, during a severe gale on the easterly banks of Briggs Harbor. The vessel made the harbor passing over White Head Bar safely, but her cable parted, and she was driven ashore. She was from Rockport, Me., bound to Boston with a cargo of 750 barrels of lime which caught fire soon after she struck. In the Plymouth Colony Records, Volume 8, under date of August, 1643, among

"The names of all the males that are able to bear armes from 16 years old to 60 years within the sevrall Townshippis"

appears the name of "Walter Briggs, Scituate." In the same volume, and on page 183, appears the name of Walter Briggs of Scituate as having taken the "oath of Fidelitic. Januar. 15, 1644." On June 6, 1649, Walter Briggs was chosen one of the "Servayors of the Iliewayes" of Scituate, and June 5, 1651, he was on the "Grand Enquest." In the census or list of Freemen, taken 1658, appears the name of "Walter Briggs Scitteatte." The Colony Treasurer's account states that he paid "June 13. 1660 To Walter Briggs for a woulfe 15 shilling." In 1665, June 7, Walter Briggs was appointed a constable of the town of Duxbury. He owned lands in the town of Swansey in 1677-79, being one of the purchasers of Showamett. In the Suffolk County Records, Book 9, page 212, an instrument of writing, dated June 22, 1675, is recorded, whereby Samuel Winslow, of Boston, merchant, acknowledges having received from his father-in-law, WALTER BRIGGS, "of Scitteatte in the Collony of New Plimouth YEOMAN," the sum of £200, which the said Walter Briggs had obliged himself to pay to said Winslow, when he should have purchased a house and ground of about that value, and secured the same by a proper deed to his wife, Hannah, (daughter of



the said Walter) for her life, and at her death to be disposed of for the benefit of her children by the said Samuel Winslow: And in the said instrument he further agrees that his wife Hannah shall stand and be seized on the terms and conditions, above set forth, of a certain piece of property described as follows: "All that his now dwelling house situate in said Boston being butted and bounded Southwest by the street that leads from the Second Meetinghouse toward Century Haven, Northwesterly by the land of Esdras Read, Northeasterly by the land of Richard Bennett and Southeasterly by the land of John Williams." On July 22, 1676, "the Court allowed Walter Briggs £5, 18s. 07d. in land for services in King Phillip's war." Walter Briggs held large landed estates in Scituate. Deane says "he was long a useful man in the plantation." By his will and the following deed, it will be seen he owned slaves.

"KNOW ALL MEN BY THESE PRESENTS that I, Margret Cock the wife of Edw. Cock of Boston in New England Marriner witnesseth that the said Margret Cock for and in consideration of the sum of fourteen pounds tenn shillings payed by Walter Briggs of Scituate in New England aforesaid unto me the said Margret Cock the receipt whereof is acknowledged by these presents; have for myselfe and husband, by vertue of a letter of attorney and power thereby given to me by my said husband; given granted, bargained and sold unto the said Briggs all our right tytle intrest claime or demand that we the said Margret Cock or Edw. Cock have in or to a negro girle called by the name of Maria: And to the only pp. use and behoof of him the said Walter Brigg his helres, executors admrs. & assignes: During her natural life. And the said Margt. Cock on the behalf of her husband and by virtue of that power and authority granted unto her by her said husband and for him herself and their helres executors, admrs. & assignes doe covenant promise and grant to and with the sd Walter Briggs his helres, exectutors admrs and assignes that he the said Briggs his helres, exors admrs and assignes may and shall from this time and at all times during the naturall life of the said negro imploy, improve and in every respect comand and improve the said negro girl as his and their proper estate without the lest mollestaion hinderance contradiction or denyall of any pson or psons whatsoever claimeing or haveing or pretending to have any right title intrest claime or demand in or to the said negro girle And that the said Cock for herselfe and husband doe covenant and promise to and with the said Walter Briggs his helres and assignes that they the said Margt Cock and Edw. Cock her husband at ye very time and instante immediately before the sealeing, signeing, and delivery of these presents weare the true and lawfull owners of the said negro girle And alsoe doe covenant and promise to defend the said Walter Briggs his helres and assignes against any pson or psons lawfully or unlawfully claimeing or pretending to have any right, tytle or intrest in the said negro girle. In witness whereof the said Margt. Cock on the behalfe of her husband and herselfe in confirmation of this bill of saile have set to her hand and seale this six and twentyeth day of March one thousand six hundred seaventy & three.  
signed sealed & this bill of saile  
and negro girle above written delivered to the said Walter Briggs  
by the said Margt Cocke in the  
presence of us  
the marke of  
Richard (H) Bennett  
Joshua Holdsworth."

the marke of  
Margrett (N) Cock [seal]

The name Cock is now usually spelled Cox.

## BOND.

KNOW ALL MEN BY THESE PRESENTS that I Margret Cocke on the behalfe of my husband Edw. Cock as also for my selfe our heirs, execturs admrs and assignes have firmly bound ourselves our heirs, execturs admrs & assignes unto Walter Briggs of Scituate in New England his heirs execturs admrs & assigns in the sum of twenty-nine pounds of currant money of New England given under my hand and seal this six and twentyeth day of March 1673.

The condition of this obligation is such that if the above written Walter Briggs shall enjoye a negro girle called Maria according to the true meaning of a deed of saile bearing date with these presents then this bond is to be of noe force or otherwise to be in full power and vertue in law.

Signed sealed and delivered  
in presence of us

the marke of  
Richard (s) Bennett  
Joshua Holdsworth

the marke of  
Margrett (Mc) Cock [seal]

Walter Briggs probably married twice, his first wife's name being Mary; his second, Frances. He died about 1684. The following is a copy of his will taken from the Plymouth Colony Records, Court Orders, Vol. 6. page 9, Part 2.

## WILL OF WALTER BRIGGS.

In ye Name of God, Amen, ye 16th. day of January in ye year of our Lord God, one thousand six hundred seventy six. I, Walter Briggs, in ye jurisdiction of New Plymouth, in New England, in America, yeoman, being aged, but of sound & perfect memory, praise be given unto God, for ye same, and calling unto remembrance ye uncertain estate of this transitory life, & that all flesh must yield unto death when it shall please God to call, & being desirous to settle things in order do make, constitute, ordain and declare this my last will or Testament in manner and form following, revoking & annulling by these presents, all & every Testament or Testaments, Will & Wills heretofore by me made & declared either by words or writing, & this to be taken only for my last Will & Testament & no other. And first & principally, I commend my soul unto Almighty God, My creator, assuredly believing I shall receive full pardon & free remission of all my sins, & be saved by ye precious blood & meritts of my blessed Savior & Redeemer, Christ Jesus, and my body to ye earth from whence it was taken to be buried in such decent & Christian manner as to my Executor hereafter named shall be thought meet & convenient, And as touching such worldly estate as ye Lord in mercy hath lent me, my will & meaning is ye same & shall be employed & bestowed as hereafter in this my will is expressed.

I give and bequeath unto my loving wife Frances Briggs six pounds per annum during her life, to be paid by my executor hereafter named, in come or cattle, or any other pay. I give and bequeath unto my said wife two cowes, & my will is that my executor keep them for her both in ye winter and summer, without any trouble to her. I give and bequeath unto my said wife, one of ye two beds we lay on, & ye furniture belonging to it, to be at her dispose when she die. I bequeath unto my wife, during her life ye lower rooms of ye west end of my dwelling house, & liberty of a third part of ye cellar & room in ye chamber over ye cellar, to put anything as she may have occasion for & liberty to make use of, pots, kettles & other vessels commonly made use of in ye house, that she may use them as she hath occasion, but not to dispose of them. And I will her liberty of keeping two swine, & I will her liberty to make use of ye two gardens & she to have two-thirds, & my executor to have one-third of what she raiseth off them. I will that my executor allow my said wife a gentle horse or mare, to ride to meeting, or any other occasion she may have & that Jenny, ye Neger catch it for her. Also I will my said wife, MARIAN ye little neger girl, to be with her so long as my wife lives, provided she continue at Comillasset.

I give and bequeath unto my son John Briggs as or for a homestead my dwelling house, with all barns, out housing, yards & gardens belonging to it with my orchard, barn field & ye fields of ye northerly end of ye barn field, & from ye northwest corner of my son James Briggs, his field near ye bars, at ye going out with a straight line towards ye southwest to southwest southerly to Mr. John Saffins land, this I settle upon my son John Briggs, his heirs and assigns forever, he & they allowing my wife to enjoy that

out of ye premises which is before willed her during her life. I give & bequeath unto my son, James Briggs, as or for a homestead ye house he dwells in, with ye whole field in which his house stands & from ye southwest corner of ye sheep pen on a straight line towards the southwest to a maple tree by ye fence, unto ye fence of ye barn field, & by ye fence around his barn until it comes to ye bars going into James his field, near ye northwest corner of ye Sheep pen, & in case this falls short in quantity of that settled on my son John, then my mind and will is that ye full quantity of ye lands be made up of ye lands adjoining ye field on ye Easterly side of the fields, the whole length of his fields in equal breadth from end to end, & this I settle upon my son James Briggs, his heirs and assigns forever; And my mind and will is that during ye life of my wife that my son John Briggs, take ye profit & benefit of two thirds of all ye rest of my lands undivided & my son James Briggs one third of ye profit thereof. But after my wife's decease, my mind & will is that all my lands in Scituate not divided as before shall be equally divided betwixt my son John & my son James always being provided, & so it is to be understood, & no otherwise in case my son James pay a legacy of forty pounds unto his sister Hannah Winslow in one year after my wife's decease which legacy of forty pounds I do by these presents give and bequeath unto my daughter, Hannah Winslow. But in case he shall refuse or neglect to pay ye same as aforesaid, then my will is that my son John Briggs pay ye said legacy of forty pounds unto my daughter Hannah Winslow, & then my mind & will is that my son John shall have two thirds of all ye lands undivided as aforesaid unto him & his heirs & assigns forever, & my son James one third thereof to him his heirs & assigns forever. I do give and bequeath unto my son Cornelius Briggs one whole freeman's share of land that already appertains unto a share or shall ever hereafter appertain, in Swansy & on ye easterly side of Taunton River, & on ye East-ward of Cushino [Ohoosino] or elsewhere, & this I bequeath to my son Cornelius, his heirs & assigns forever. Also I give & bequeath unto my son Cornelius, thirty pounds to be paid him within one year, after my decease, by my executor hereafter named. All ye rest of my goods & chattels movables & immovables not mentioned nor disposed of, I give to my eldest son John Briggs, whom I make & appoint to be sole executor of this my last will & testament. In witness whereof I have hereunto set my hand & seal ye day and year first above written. Memorandum. I give & bequeath to my executor ten pounds in money to defray my funeral expenses this before sealing.

(Signed.)

WALTER BRIGGS. (Seal.)

Signed, sealed & delivered  
by Walter Briggs to be  
his Will & Testament in ye  
presence of us—  
William Hatch,  
James Cudworth.

William Hatch testified upon oath before  
ye Court that he did see Walter Briggs, sign,  
seal & declare this above written to be his  
last Will & Testament. Done before ye Court  
held at Plymouth this 4th. June, 1684.  
Nathaniel Morton, Secretary."

Frances, wife of Walter, probably did not long survive him, and "ye little neger girl, Maria," fell into the hands of his son John, who died before the birth of *his* son, John 2nd, April 28, 1687. Deborah, widow of John, and administratrix of his estate, disposed of Maria as follows:

"To all Christian people to whom this psent writelng shall come I Deborah Briggs of Scituate in ye County of New Plimouth in New England &c. and administratrix to my late husband's estate: send Greeting: Whereas ye within named Maria a negro girl is servant to me for terme of life by virtue of my being administratrix to my sayd late husbands estate & as doth appear by this within written bill of sale. Now know ye I ye sayd Deborah Briggs for divers good causes & considerations me especially moving have given granted assigned & set over & by these psents do fully & absolutely give grant assign & set over unto Cornelius Briggs of Barnstable in y<sup>e</sup> County of Barnstable in New England all such right, title, duty, term of servitude to come claime intrest service and demands whatsoever which I ye said Deborah Briggs have

of, in or to, ye sayd within named Maria ye negro my sayd scivant [together with a little boy (named William) borne of ye said Maria's body since ye within written] or which I might or ought to have of & in them by force and vertue of ye within written bill of sale. In witness whereof I have herunto set my hand & seale this twenty fourth day of January one thousand six hundred eighty & eight or eighty nine.

Signd, sealed & delivered  
in ye psence of us wittnesses  
John \_\_\_\_\_  
Anthony Collamer.  
Samuell Clay."

(Signed.)

DEBORAH BRIGGS. [Seal.]

Walter

S. V. 13.

Capt. Cornelius Briggs<sup>2</sup>, who was son of Walter, died 1693-94. His brother, James, settled his estate and his interesting will dated April 21, 1693, provided that his "negro servant woman named 'Mauria' shall 13 years after date be set free and at liberty to be at her own disposing." She was sold under these conditions as appears by the following deed:

James<sup>3</sup>  
James<sup>4</sup>

Thomas Br

Cushing C

Rloyd

S. V. 13.

"KNOW ALL MEN BY THESE PRESENTS that I, Lieut. James Briggs, executor to the last will and testament of my brother Capt. Cornelius Briggs late deceased have bargained and sold unto Stephen Otis of Scituate a negro woman called Morigh, to serve the said Otis or his heirs or assigns from the date of these presents until eleven years shall be fully ended and completed which eleven years begins the 22 day of April next insuing the date of these presents at the end of which term of time the negro woman is to be free and at her own disposal as doth appear more at large by my brother's last will and testament; and I do covenant to and with the said Otis that at the time of the above bargained presents that I have full power to sell the said negro woman for the term of the years above mentioned. I said Briggs do acknowledge that I have received in hand of the said Otis eleven pounds silver money for the said negro woman. In witness whereof I have herunto set my hand and seal this 6th. day of February 1694.

Witness.  
Job Otis

JAMES BRIGGS. [Seal]

CORNELIUS II.<sup>2</sup>, son of Walter Briggs I, mar. March 20, 1677, Mary, widow of Samuel Russell who was killed in the Rehoboth battle in King Phillip's War, 1676. Mary was dau. of James Doughty, whose family removed to Connecticut, and gr. dau. of Humphrey Turner. Cornelius was an ensign in King Phillip's War. They had children: 1. Joseph, b. April 29, 1679, mar. in 1709, Mary Garratt, and left dau's.: Mary, b. 1711; Hannah, who became the wife of Dea. Joseph Clapp in 1732; and Judith, who became the wife of William Collier in 1748. 2. Cornelius, b. Dec. 10, 1680, mar. Ruth Barker and probably removed to Swansey. III. JAMES, b. 1683.<sup>3</sup>

Capt. John, son of Walter I., mar. and had several children,\* but this branch of the family, Deane says, removed or became extinct. The family of Lieut. James, son of Walter I., can also

\* See Deane's Hist. of Scituate.

be found in Deane's History. As these families are not of the ship-building branch, their genealogy is not inserted here.

Joseph Briggs, who mar. Deborah Holbrook, in 1703, was ancestor to the Scituate Harbor shipbuilders named Briggs and their genealogy can be found under the chapter devoted to the Harbor, and in Deane's History.

Hannah, dau. of Walter I., mar. Samuel Winslow of Careswell, and was sister-in-law of Miles Standish, Jr. Probably upon the death of Cornelius one or more of his children passed into the care of his sister Hannah Winslow of Boston.

JAMES III., son of Cornelius II., mar., May 7, 1713, Elizabeth, dau. of Joseph Garrett, and gr. dau. of Lieut. Isaac Buck. By her he had 1. dau. Elizabeth, b. Dec. 20, 1715, d. April 29, 1723. Elizabeth, wife of James, d. about the time her dau. was born, and he mar. 2ndly, Oct. 4, 1716, Hannah Stowell (or Stocle) who d. May 16, 1792. By her he had children: 2. John, b. Jan. 1, 1718, d. Feb. 28, 1807, (John mar., in 1751, Abigail Neal, and had children: John, Abigail, Anna, Joshua, Sabra, Rebecca, Elisha, a soldier in the Revolution, who d. Sept. 21, 1843, Lydia and Deborah, born between 1751 and 1767).

III. James, Jr., the ship-builder, b. Feb. 27, 1719 (see his genealogy at the end of this generation). 4. Seth, the ship-builder, b. Aug. 28, 1721, d. in Pembroke, July 23, 1801. (Seth mar. in 1745, Abigail Church, and from them descended the ship-building family of Briggs in Pembroke and Milton. See continued chapter Brick-kiln Yard). 5. Job, b. Oct. 28, 1722, d. Nov. 9, 1722. 6. Elisha, b. Oct. 26, 1723. 7. Hannah, b. Nov. 27, 1724. (It was probably Hannah who mar. John Holmes of Scituate, in 1746). 8. Rachel, b. Dec. 23, 1726, (Rachel was probably a dau. of James, and mar. in 1745 Samuel Curtis).

9. *Cornelius Briggs* b. Nov. 3, 1728, (mar. 1753, Jerusha Church and had children: Mary, Cornelius, Samuel, Joseph and Charles born between 1753 and 1768). 10. William, b. July 23, 1731, the youngest child of James and Hannah d. Dec. 7, 1815. He was a shoemaker and yeoman, and mar. in 1754, Elizabeth, dau. of Joseph Copeland. She was b. May 6, 1736, and d. Aug., 1828.





LUCY ORIS.  
(Mrs. Thos. B. Briggs.)

They had children: Rachel, Ruth, William, *Elijah*, the ship-builder, Lemuel, Elizabeth, John, Charles, Cornelius and Hulda, (who mar. Major Pratt) born between 1754 and 1780, and whose descendants are living in Scituate, Milton and Salem. Of the Salem branch Elijah took the shipyard of his cousin Enos in South Salem after his death. For a list of the vessels he built in Salem between 1816 and 1829 see Sketch of Salem, published by Osgood & Bachelder, 1879. Elijah was mar. at Salem, Aug. 6, 1789, to Hannah, dau. of James and Prudence (Proctor) Bullington. She was b. Jan. 30, 1767, and d. May 29, 1847. After his marriage Elijah purchased an estate in Scituate, where he resided about seven years when he removed to Salem, where he d. Aug. 24, 1838, leaving sons: James B. and William, and a dau. Elizabeth, wife of Richard Wheatland. For account of his vessels see Historical Collection Essex Institute, Vol. 6, pp. 174, 175.

*James III., Jr.*, the shipbuilder, son of James III., mar., in 1745, Hannah Barker. James was in the French War and belonged to the New England troops, led by Col. John Winslow, when they took Louisburg for the first time in 1744, which was one of the greatest achievements of the French War. James Briggs also had charge of a watch box on the 3rd Cliff, in 1775, during the Revolutionary war. It was he who built the famous ship "Columbia." A further account of him is given later in this chapter. He d. May 29, 1804. Hannah, his wife, d. May 16, 1792. They had children: 1. Hannah, b. Dec. 31, 1746. 2. Sarah, b. Nov. 3, 1748; probably d. young. 3. Lucy, b. April 15, 1751; probably d. young. 4. James, b. March 14, 1753, mar. Deborah———. He d. Oct. 12, 1792, aged 40 years. She d. Aug. 10, 1782, aged 21 years. 5. Sarah and 6. Lucy, twins, b. July 7, 1755, neither of whom ever married. Lucy d. in March, 1832. VII. *Thomas Barker*, the shipbuilder, b. July 13, 1757, was the youngest child of James III., Jr., and Hannah. He mar. Oct. 10, 1784, Lucy, dau. of James Otis, M.D., and sister of the Hon. Cushing Otis, M.D.\* Thomas Barker Briggs d. Oct. 26, 1806; Lucy, his wife d. in Dec., 1832. They had children: 1. Thomas, b. June 20, 1785; d. Aug. 29, 1861, unmarried. II. *Cushing Otis*, the shipbuilder, b. Feb. 25, 1787. III. *Henry*, the shipbuilder, b. Mar. 11, 1789. 4. Charles, b.

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\* See chapter on Chittenden Yard.



Oct. 12, 1791. 5. Deborah, b. Nov. 16, 1801; d. Dec. 26, 1875, unmarried.

*Cushing Otis II.*, son of Thomas Barker VII., mar. in Jan., 1813, Mercy Little, dau. of \*Ichabod Thomas of Pembroke. She was b. Sept. 25, 1791. Cushing O. d. in Braintree, Mass., Mar. 10, 1861, aged 74 years. Mercy, his wife, d. Aug. 16, 1862, aged 70 yrs. 11 mos. They had eight children:

1. *Charles Cushing*, b. Oct. 8, 1813; d. Apr. 11, 1843, aged 29 yrs., unmarried.

2. *William Thomas*, b. Dec. 1, 1815, mar., 1st, in Scituate, Oct. 20, 1846, Harriet Swan Dana of Woodstock, Vt. She d. in North Andover, March 7, 1849, aged 30 years. By her he had child, 1., Harriet Swan. b. Mar. 7, 1849; d. Sept. 29, 1849. He mar., 2ndly, Nov. 10, 1852, Abby Learner Davis, of Oxford, Mass., and by her he had children: 2. Abby Davis, b. Dec. 8, 1853, in North Andover; d. Dec. 19, 1853. 3. William Harrison, b. March 10, 1855, in North Andover, mar., in 1885, Vivian Rowley, of Montezuma, Iowa. 4. Helen Leroy, b. Sept. 15, 1858, in Princeton, mar., Sept. 22, 1885, Rev. Carleton P. Mills, of Williamstown, Mass., and they have two children: Margaret, b. Aug. 31, 1886, and Dorothy, b. Aug. 23, 1888. 5. Anna Isabella, b. Sept. 27, 1861, in Princeton, d. July 17, 1866, in East Douglas.

3. *HANNAH BARKER*, b. June 13, 1819, mar. in Boston, June 12, 1849, Francis James, formerly of Scituate. They have children: 1. Emma Frances, b. June 2, 1850, mar. Feb. 27, 1873, J. Payson Bradley, of So. Boston, formerly of Methuen, and they have had three children: Francis Edwin, b. Nov. 21, 1873; Fannie Josephine, b. March 1, 1877; Marion, b. June 12, 1886; d. Aug. 27, 1888. 2. Edwin Irving, b. Feb. 5, 1854, mar. Feb. 26, 1883, Minnie H. Pierce, of So. Boston, by whom he has had three children: Florence, b. Feb. 23, 1884, d. Aug. 11, 1884. Edwina, b. Sept. 6, 1885, and Nelson Pierce, b. Nov. 30, 1888. 3. Charles Thomas, b. Aug. 21, 1856. 4. Arthur Holmes, b. Oct. 7, 1858.

4. *JAMES EDWIN*, b. May 8, 1821, mar. Jan. 6, 1847, Harriette Richmond, dau. of Jotham Stetson of Medford. She was b. May 14, 1825, and d. Oct. 10, 1879. He d. June 24,

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\* See chapter on Brick-kiln Yard.



*Cushing O Briggs*

1

1880. They had children: 1. Frank Stetson, b. Feb. 21, 1848; d. Nov. 21, 1859. 2. Edwin Richmond, b. Sept. 8, 1860; d. Sept. 24, 1860. 3, by adoption, Lilian Frederica, b. Nov. 11, 1861.

5. HARRISON OTIS, b. Jan. 30, 1824, mar. Oct. 14, 1847, Hannah Elizabeth, dau. of Alpheus Stetson of So. Boston. She was b. Nov. 17, 1828, and d. Nov. 27, 1881. He d. Dec. 6, 1881. They had children: 1. Ella Stetson, b. Dec. 21, 1849, mar. Feb. 9, 1871, George Andrew Thayer, of Boston, and they have had two children: Elaina, b. March 3, 1872, and Florence Briggs, b. Dec. 31, 1873. 2. Lizzie Florence, b. Sept. 1, 1853, mar. June 8, 1880, Andrew Gerrish Webster, of Boston, and they have had two children: Harrison Briggs, b. Jan. 26, 1884, and David Locke, 2nd, b. Nov. 6, 1888. 3. Frank Harrison, b. Feb. 26, 1860. 4. Harrison Otis, Jr., b. July 26, 1871, d. Nov. 26, 1872.

by a  
Catherine  
Palm  
Palm

6. MARY THOMAS, b. April 11, 1828, mar. April 14, 1852, James T. Tolman of Scituate. They have had children: 1. Morgianna, b. April 4, 1856. 2. Herbert Cushing, b. Nov. 4, 1865.

7. LLOYD, b. April 8, 1830, mar. Nov. 15, 1858, Sarah Elizabeth Elms Kent,\* dau. of Noah B. Kent of So. Boston. She was b. in Scituate, Sept. 22, 1834. They have had children: 1. Harriette Stetson, b. Jan. 29, 1860; d. June 23, 1879. 2. Velma, b. Oct. 20, 1861. 3. Lloyd Vernon, b. Aug. 13, 1863.

8. FRANKLIN, b. Jan. 9, 1833.

*Henry III.*, son of Thomas Barker VII., mar. Betsey Rugles; she was b. in 1794, and d. in Dec., 1833. He d. in Dec., 1837. They had children:

1. CAROLINE OTIS, b. Aug. 23, 1813; d. Dec. 29, 1888. She mar., May 9, 1837, Elijah Barstow,† of Hanover, by whom she had two children: 1. Henry Briggs, b. Nov. 23, 1838, mar., 1st, June 21, 1864, Susan W. Atwood, who was b. Oct. 18, 1838, and d. April 2, 1867. He mar., 2ndly, Nov. 24, 1870, Emily Morse, who was b. Feb. 6, 1839. By her he

\* See Kent Genealogy in chapter on Scituate Harbor.

† See Barstow Yard.

has had four children : Albert Henry, b. Sept. 6, 1871 ; d. Sept. 22, 1873 ; Alton Morrison, b. Jan. 4, 1874 ; Elmer Williams, b. Oct. 9, 1876 ; Caroline Otis, b. Oct. 18, 1878. 2. Albert, b. July 8, 1840 ; d. April 7, 1863.

2. GEORGE II., b. Sept. 10, 1815, d. March 11, 1881 ; he mar. in Nov. 1840, Nancy L. Stockbridge, by whom he had six children. 1. Nancy Maria, b. Nov. 22, 1841, mar. June 17, 1868, Joseph F. Turner and they have one child, Julia Maria, b. Oct. 31, 1869. 2. Caroline Louise, b. Feb. 2, 1844, d. April 22, 1849. 3. Henry Joseph, b. Aug. 1, 1846, d. April 25, 1849. 4. George Herman, b. Oct. 8, 1848, mar. May 23, 1871, Ada A. Brown, and they have six children : Henry Joseph, b. Sept. 13, 1874 ; Arthur Newton, b. March 10, 1876 ; Everett Lewis, b. May 28, 1877 ; Georgie Herman, b. June 3, 1879 ; Alice Lee, b. Dec. 18, 1880 ; Harlem Page, b. Jan. 10, 1883. 5. Caroline Elizabeth, b. March 3, 1856, mar. Oct. 5, 1881, George H. Turner, and they have one child, Carrie Louisa, b. Oct. 8, 1883. 6. Sarah Frances, b. Aug. 22, 1858.

3. MARY, b. Oct. 25, 1817, d. May 30, 1880, unmarried.

4. ELIZABETH R., b. April 25, 1820, d. March 11, 1863.

5. DEBORAH CLAPP, b. April 6, 1823, mar. May 23, 1842, Israel Nash of Boston ; later they removed to Wellesley Hills, Mass. They had seven children. 1. Franklin, b. Feb. 7, 1843, mar. Dec. 25, 1873, Eunice Ford, by whom he has had six children : John Franklin, b. July 17, 1875 ; Emma Louisa, b. Dec. 6, 1876 ; Albert Edward, b. Nov. 4, 1879 ; Flora, b. Dec. 28, 1880 ; Alice Cushing, b. Feb. 3, 1884 ; Deborah Briggs, b. March 14, 1886. 2. Helen Louisa, b. Sept. 9, 1844, d. Dec. 2, 1863. 3. Emma Isabel, b. Jan. 1, 1847, mar. Sept. 23, 1868, William H. Towne, by whom she had two children : Helen Louise, b. Sept. 1, 1869, and Lucy Nash, b. May 26, 1877. 4. Herbert, b. Dec. 12, 1848, mar. June 5, 1879, Mary C., dau. of Wm. H. Baldwin, by whom he has had four children : Miriam Baldwin, b. Oct. 22, 1880 ; Herbert, b. Dec. 2, 1882 ; Chauncey Cushing, b. Oct. 17, 1884 ; Elizabeth Flint, b. Oct. 3, 1886. 5. Lucy Cushing, b. May 31, 1855, mar. Feb. 15, 1883, Frank F., son of Wm. H. Baldwin, by whom she has had three children : Roger Nash, b. Jan. 21, 1884 ; Margaret Nash, b. Aug. 3, 1885 ; Ruth, b. Dec. 31, 1887. 6. Charles Edward, b. Jan. 10, 1859, d. March 3, 1859. 7. Arthur Irving, b. Feb. 5, 1864, mar. March 14, 1888, Mary A. Batchelor of Wellesley Hills.



RESIDENCE OF CUSHING OTIS BRIGGS, SCITUATE, AND BIRTHPLACE OF  
HIS CHILDREN.



6. THOMAS WALES, b. March 23, 1825.

7. JOHN RUGGLES, b. Oct. 14, 1827, d. Sept. 17, 1888. He mar. June 3, 1858, Sarah C. Shattuck of Maine, by whom he had one child, Sarah Elizabeth, b. Oct. 23, 1863.

8. LUCY TURNER, b. Jan. 23, 1830, d. April 14, 1862. She mar. May 31, 1849, Nath. C. Nash, by whom she had one child, Nath. C., who was b. April 4, 1862, and mar. June 26, 1884, Nellie Monroe Fessenden. He is a graduate of Harvard University and resides in Cambridge. They have one child, Nath. C., b. June 19, 1885.

9. SARAH, b. Jan. 5, 1832, d. April 23, 1863. She mar. March 15, 1854, Andrew Clark and had two children, George Edward, b. Aug. 9, 1859, d. April 28, 1868, and Lucy Briggs, b. Sept. 22, 1862, mar. June 2, 1889, Edward E. Ellis.

CHARLES IV., son of Thomas Barker VII., mar. Rhoda Reed, by whom he had a large family of children, eight of whom are now living. 1. Charles Otis, who now resides in Vallejo, Cal., where he is employed in the ship-yards there and on the Mare Island navy yard, being the last ship-carpenter of the Briggs family. His dau. Kate mar. Geo. W. Spencer of San Francisco. 2. Mary Jane, mar. William Spear, and resides in Lynn. 3. Emeline, mar. ——— LeGros, and resides in Danvers. 4. Horace Cushing, who has been twice mar. and resides in Lynn. 5. Charlotte mar. Henry Prentiss and resides in Danvers. 6. Almira, mar. ——— Millett, and resides in Danvers. 7. Alfred, resides in Danvers. 8. Henry Thomas, mar. and has a family. 9. Lucy Ann, who mar. Nichols Lincoln, and d. leaving two children: Emma S. and George H.

*James Briggs*, b. 1719, probably the first ship-builder of this family, is remembered by Hon. Samuel Adams Turner, who is now living at Norwell in his 98th year. He describes him as an honest upright man and a good citizen of the town. He says he was noted for being very courageous and when the call was made for men to enter the Continental army he was among the first to volunteer. It was next to impossible to buy a gun at this time. Each citizen furnished his outfit at his own expense. James Briggs had no gun but he went off with the others who answered the call, having only a stick of wood over his shoulder to drill with. When asked what he was going to do with the stick, he replied "I am going to knock down



the first British soldier I see and take his gun." He came home with a gun. He was noted for being the most expert swimmer of his time in Scituate. It is related that once when a party of men were pickerel fishing and spearing eels through the ice on North River, James Briggs fell through one of the holes. Instead of fighting under the ice against the current to get out of the same hole, he struck out for one about four rods further down the river and to the surprise of all came out safely. During the latter part of his life he followed the trade of a comb-maker, making the combs from cattle's horns, which he sawed into shape, then put between two pieces of board, and under a heavy weight, until they were straight. The first American vessel that ever circumnavigated the globe was built by James Briggs at Hobart's Landing in 1773. This was the ship "COLUMBIA," which also explored the Columbia River in Oregon, which was named after the vessel. She was the first vessel from this country to visit the northwest coast. In 1787, which year she was registered at Boston, a silver medal, size 27, was struck off by her owners at Boston. The engraving below correctly represents one of the original medals.



In the Boston Museum of Fine Arts is a wonderful feather cloak, which was brought from the Hawaiian Islands by the "Columbia," during one of her first voyages. It fell to Benjamin Joy, a part owner, as his share of the venture. He has descendants in Groton, Mass. There are but three or four of these cloaks now in existence, and their value is enormous. The feathers, which are less than an inch long are taken from the under part of the wing of the Oo, a bird found only on Hawaii. They are sometimes called Mamo feathers and are now worth more than \$1.00 apiece, only two or four being found on each

bird. A small lei, or necklace, is valued at \$500. That every resident of Scituate may become familiar with the history of one of the most famous American ships ever built, and which Scituate men had the honor of building, the author has culled from Greenhow's History of California and Oregon, published many years ago, and other books bearing on this subject a most complete history of the "Columbia." Tradition says the "*Washington*" was built at North River; but there have been no records found to prove at what yard or place she was built. Charles T. Torrey, in his book entitled "Home or the Pilgrims' Faith Revived,"\* writes, as follows: "For more than fifteen miles, our southern border rests on the winding banks of a river famed for its excellent fisheries and still more for its ship-building. Here our carpenters launched the *first American vessel that ever doubled the stormy Cape Horn and coasted the western shores of our continent*. She was manned, in part, tradition says by our townspeople."

After the recognition of the Independence of the United States the citizens resumed the whale and seal fisheries around Cape Horn, which they had carried on before the Revolution, and also engaged in direct trade with India and China; in the latter countries, however, they labored under great disadvantages from the inferiority in the value of the articles carried out in exchange for those brought back by them. Consequently they were obliged to take out large quantities of specie to buy goods in order to obtain full homeward cargoes. With a view of obviating this inequality, some merchants of Boston, in 1787, formed an association for the purpose of combining the fur trade of the North Pacific with the China trade, as attempted by King George's Sound Company of London. In prosecution of this scheme the ship "COLUMBIA," of 220 tons, and the sloop "WASHINGTON," of 90 tons, sometimes referred to as the "*Lady Washington*," were fitted out at Boston, in the summer of 1787, and laden with blankets, knives, iron bars, copper pans and other articles proper for the trade with the Indians on the Northwest coast. The "Columbia" was commanded by John Kendrick, to whom was intrusted the direction of the expedition, with Joseph Ingraham as first mate. The master of the "Washington" was Robert Gray. They were provided with sea-letters, pass-ports

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\* See Chapter, Miscellaneous Yards, Scituate.

from the state of Massachusetts, and they received letters from the Spanish Minister Plenipotentiary in the United States, recommending them to the attention of the authorities of his nation on the Pacific coast. Moreover, they carried out for distribution among the natives a number of small copper coins, then recently issued by the State of Massachusetts, and likewise medals of copper struck expressly for the purpose. The vessels sailed together from Boston on the 30th of September, 1787. They proceeded to the Cape de Verde Islands, and thence to Falkland Islands, in each of which places they procured refreshments, and in Jan., 1788, they doubled Cape Horn, immediately after which they were separated during a violent gale. The "Washington," continuing her course through the Pacific, made the Northwest coast in Aug., 1788, near the 46th degree of latitude where she was in danger of destruction, having grounded while attempting to enter an opening which was most probably the mouth of the river afterwards named by Gray, the "Columbia." She was also attacked there by the savages, who killed one of her men and wounded the mate, but she escaped without further injury, and, on the 17th of September, reached Nootka Sound where the foreign vessels "Felice" and "Iphigenia" were lying. Meares, in his Journal, writes, on Sept. 17, 1788: "A sail was seen in offing. A long-boat was immediately sent to her assistance, which, instead of the British vessel we expected, conveyed into the sound a Sloop named the 'Washington,' from Boston in New England, of about 100 tons burthen. Mr. Gray, the master, informed us that he had sailed in company with his consort, the 'Columbia,' a ship of 300 tons, in the month of August, 1787, being equipped under the patronage of Congress to examine the coast of America and open up a fur trade between New England and here, and provide funds for their China ships. That he expected the 'Columbia' if she was safe every day to join her at Nootka." The "Columbia" did not enter the Sound until some days afterward; she had been seriously injured in the storm which separated her from her consort and Kendrick was obliged in consequence, in May, 1788, to put into the harbor of the Island of Juan Fernandez, where he was received with great kindness and aided in refitting his vessel by Don Blas Gonzales, the Commandant of the Spanish garrison. Repairs having been completed, the "Columbia," continued her voyage and arrived, without further accident, at Nootka Sound, which had been selected as the place of rendezvous, in

October. After her departure from the Island of Juan Fernandez the Commandant communicated the circumstances of her putting in there and refitting by a despatch to his immediate superior, the Captain General of Chili, who thereupon recalled Gonzales from the island, and placed him in arrest, addressing at the same time a report on the subject with a request for instructions to the Viceroy of Peru. The Viceroy, after consulting with his official and legal adviser, replied to the Captain General at length on the subject, and expressed his surprise and displeasure at the misconduct of the Commandant of Juan Fernandez in allowing the strange ship to leave the harbor instead of seizing her and her crew, as he should have known that, by the Royal Ordinance of November, 1692, every foreign vessel found in those seas without a license from the Court of Spain was to be tried as an enemy, even though belonging to a friend or ally of the King, because no other nation had, or ought to have, in those seas any territories making it necessary for its vessels to pass around Cape Horn or through Magellan's Strait. In so serious a light did the Viceroy regard the matter that a ship was sent from Callao to track or intercept the "Columbia." The authorities on the coast of Peru and Chili were specially enjoined to be vigilant and in case any foreign vessel should appear in the vicinity to seize her; and the whole affair was made known by a despatch to the Viceroy of Mexico, in order that similar precautions might be adopted on his part. The unfortunate Commandant Gonzales was cashiered for his remissness, and he subsequently addressed a petition to the government of the United States for its intercession with his Sovereign. Thus were half of the Spanish dominions in America thrown into alarm and agitation by the appearance of a trading ship from the United States on the Pacific. The "Columbia" and "Washington" spent the winter in Nootka Sound where the "Columbia" also lay during the following summer. On the 28th of April, 1789, the vessel "North West America" left Nootka Sound for a short trading trip along the coast. The "Washington" about the same time departed on a similar expedition. The "Iphigenia," lying at Friendly Cove, and the "Columbia," at Mawhinna, were the only vessels in Nootka Sound, on the 6th of May, when the Spanish Commander Martinez arrived there in the corvette "Princesa" to take possession of the country for his sovereign. Martinez immediately communicated his intentions to the other vessels and examined their papers; he

apparently met with no opposition, and there was good feeling between all, Martinez supplying them with articles they were in need of, and accepting bills drawn upon the owners of the vessels in payment. At the end of a week another Spanish vessel, the "San Carlos," arrived, and, on May 15th, the following day, Martinez invited Viana, the Captain, and Douglas, the supercargo of the "Iphigenia" to come on board his ship, when he told them they were prisoners, and their vessel was to be seized. "I enquired," says Douglas in his Journal, "the cause of his not taking the 'Washington' sloop, as he had orders from the King of Spain to take every vessel he met on the coast. He gave me no satisfactory answer, but told me my papers were bad; that they mentioned I was to take all English, Russian and Spanish vessels that were inferior force to mine, and send their crews to Macao, there to be tried for their lives as pirates." While they were removing the charts, papers and instruments to the ships of war, and preparations were being begun for sending her as a prize to San Blas, Martinez altered his intention and proposed to release the "Iphigenia" and her crew on conditions that her officers would sign a declaration to the effect that she had been kindly treated and not interrupted during her stay at Nootka. This being refused, other arrangements were afterwards made, in consequence of which a declaration was signed by the officers of the "Iphigenia" and her crew were liberated on the 26th of May. Gray, Captain of the "Washington," and Ingraham, mate of the "Columbia," were both at Nootka during the occurrences of these affairs. The "Argonaut" was seized, also the sloop "Princess Royal" and the sch. "North West America," whose officers and crew with some of those of the "Argonaut" and "Princess Royal" were placed on board the "Columbia" to be carried as passengers to China, 100 sea-otter skins found in the "Princess Royal," being allowed in payment of their wages and transportation. The "Columbia" had remained in the Sound ever since her first arrival there in Oct., 1788, while the "Washington" was engaged in trading along the coast north and south. The officers of these vessels were thus witnesses of nearly all the occurrences at Nootka during the summer of 1789. That Gray and Kendrick profited by the quarrels between the two parties is probable, but no evidence has been adduced that they on any occasion took unfair advantage of either, though it is also probable that their feelings were rather in favor of the Spaniards, by whom they were treated with courtesy and kind-

ness, while the British were at that time objects of hatred and ridicule. Capt. Kendrick often acted as mediator between the Spanish and other ships at Nootka, and it was through his influence that an amicable settlement was reached between Martinez and the officers of the "Iphigenia." While trading, in June, 1789, Gray in the "Washington" explored the whole east coast of Queen Charlotte's Island which had never before been visited by the people of any civilized nation. He called it Washington Island. In a subsequent excursion in Nootka Sound Gray entered an opening between the 48th and 49th parallels, which had been found by Berkeley in 1787, and was supposed to be the mouth of the strait of Juan de Fuca. Through this opening Gray sailed, as he informed Vancouver in 1792, fifty miles in an east-south-east direction and found the passage five leagues wide. Gray then returned to the Pacific, and on his way to Nootka Sound he met the "Columbia" which had just left the sound with officers and crew of the "North West America" on board as passengers for China. It was best agreed between the two Captains that Kendrick should take command of the sloop and remain on the coast while Gray in the "Columbia" should carry to Canton all the furs which had been collected by both vessels. This was accordingly done and Gray arrived at Macao, in Dec., 1789, with the "North West America's" passengers and officers who communicated the news of the capture of that vessel and the "Argonaut" and "Princess Royal" by the Spaniards. The owners immediately determined to apply to the British Government for redress. On her way to Canton the "Columbia" touched at the Hawaiian Islands for refreshment and provisions. On the 6th of December, Gray arrived at Canton where he sold his furs and in exchange took a cargo of tea, valued at \$60,000, with which he entered Boston on the 9th or 10th of Aug., 1790, via Cape of Good Hope, having *carried the flag of the United States for the first time around the world.* On going into the Harbor of Boston the "Columbia" fired a Federal salute as she passed the Castle and another on coming to her moorings. It was doubtful if her destination was generally known when she went away, but the announcement of her achievements in "The Federalist" had filled the community with enthusiasm and the wharves were crowded with people who gave her a hearty welcome on her return. Kendrick immediately, on parting with the "Columbia," proceeded in the "Washington" to the Straits of Fuca through which he passed in its whole length. Thus it

appears that the passage of the "Washington" through the strait, as reported by Meares, took place under Kendrick after Gray had quitted the command of that sloop. Descriptions, given by Kendrick, of what he had seen, correspond exactly with the geography of that part of the American coast. Under these circumstances and others, Kendrick is to be considered as the first person belonging to a civilized nation who sailed through the Straits of Fuca after its discovery by the "Greek Pilot," in 1592. The ship "Columbia" returned to Boston on the 10th of August, 1790, as has already been mentioned, but the cargo of Chinese articles brought by her was insufficient to cover the expenses of her voyage, and her owners were so little satisfied with these results that some of them sold out their shares to the others, who, determining to persevere in the enterprise, refitted the "Columbia" for a new voyage of the same kind. Before her departure, however, the brig "Hope," of 70 tons, which had also been equipped for the North Pacific trade, sailed from Boston under the command of Joseph Ingraham, the former mate of the "Columbia," and these vessels were followed by the "Hancock" under Capt. Crowel; the "Jefferson" under Capt. Roberts, likewise from Boston, and the "Margaret," under Capt. Magee, from New York. Capt. Kendrick in the "Washington," which had been altered into a brig, arrived at Macao while the "Hope" was lying there in 1791. He had been engaged since 1789 in various speculations, one of which was the collection and transportation to China of the odoriferous wood, called sandal, from the tropical islands of the Pacific, mainly the Hawaiian Islands, and which was and is in great demand throughout the Celestial Empire. Vancouver pronounced this scheme chimerical, but experience has proved that it was founded on just calculations and has been prosecuted with advantage ever since. Another of Kendrick's speculations has not hitherto produced any fruit. He purchased, in the summer of 1791, from Maquinna, Wicanish and other chiefs several large tracts of land near Nootka Sound, for which he obtained deeds duly marked by those personages and witnessed by the officers and men of the "Washington." Attempts were made by the owners of that vessel to sell these lands at London in 1793, but without success. Applications have since been addressed by the legal representatives of the owners and of Kendrick to the Government of the United States for a confirmation of the title. The circular addressed by the owners for the sale of this land was written in four languages, and was as follows :

"The inhabitants of Europe are informed that in 1787 Capt. J. Kendrick, while prosecuting an advantageous voyage to the natives for furs, purchased of them for the owners a tract of delightful country comprehending 4 degrees of latitude or 240 miles square, and that such as may be inclined to associate for settling a Commonwealth on their own code of laws, on a spot of the globe nowhere surpassed in delightful and healthy climate and fertile soil, claimed by no civilized nation, and purchased under a sacred treaty of peace and commerce, and for a valuable consideration of the friendly natives may have the best opportunity of trying the result of such an enterprise."

The lands were thus sold by the savage chiefs, and there is no reason to doubt but they would as readily have conveyed the whole of America to any one for the consideration of a copper kettle. Greenhow writes "the validity of the acquisition will scarcely be recognized by the civilized nation which may hereafter hold the sovereignty of the country about Nootka Sound." Neither Kendrick nor his vessel ever returned to America. As has been previously stated, after purchasing the lands, he sailed for the Sandwich Islands and there engaged in a new branch of commerce of which he was the originator, collecting and transporting to China, sandal wood, but he did not live long enough to profit by it. He was killed in 1793 at Karakakooa Bay, in Hawaii, by a ball accidentally fired from a British vessel while saluting him. Another account says Capt. Kendrick was killed while exchanging salutes with a Spanish vessel at the Sandwich Islands; the wad from one of the Spaniard's guns struck him as he stood on the deck of his vessel in his dress coat and cocked hat, as the commander of the expedition, and was instantly fatal. Delano in his voyage gives probably the only correct account of Captain Kendrick's death, and which account is verified by official reports, viz. :

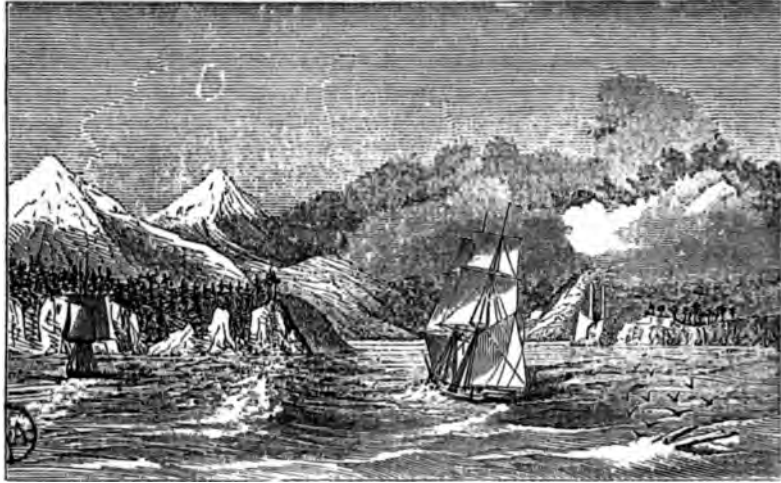
"Captain John Kendrick, of Boston, the first American commander that ever visited the northwest coast of America, and who opened the channel of commerce to this country, also died at this place. [Hawaiian Islands.] His death was occasioned by a salute that was fired by an English commander in honour of him. One of the guns through accident, was loaded with round and grape shot, which killed Capt. Kendrick and two boys, while on his quarter deck." Capt. Amasa Delano says "I think it no more than justice to say something to the memory of this American captain; anything written on this able commander would be but superfluous, as he is generally known, and so justly celebrated by all the world for his extraordinary merit. I was intimately acquainted with him



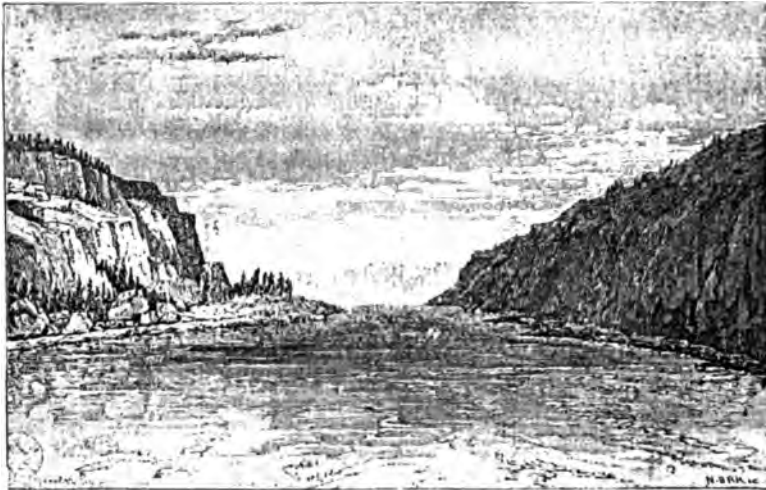
in Canton Bay, in the year 1791, and I also knew his character afterwards as long as he lived. He was a man of extraordinary good natural abilities, and was noted for his enterprising spirit, his good judgment, and superior courage. As a seaman and navigator, he had but few equals. He was very benevolent, and possessed a heart filled with as tender feelings as any man that I ever was acquainted with. He was esteemed and beloved by all who knew him in his last absence from the United States. I wish to impress it strongly on the minds of every American, not to let his rare merits be forgotten, and to cast a veil over his faults, they being but few compared with his amiable qualities."

The "*Columbia*," under Captain Gray, left Boston on the 28th Sept., 1790, ten days after the departure of the "*Hope*," and, without the occurrence of anything worthy of note on her way, she arrived at Clioquot, near the entrance of the Strait of Fuca, on the 5th of June, 1791. She then proceeded to the eastern side of Queen Charlotte's Island and remained in that vicinity trading and exploring until September. He examined many inlets and passages between the 54th and 56th parallels one of which, probably the one called by Vancouver, Portland Canal, he penetrated to the distance of 100 miles northeastward without reaching its termination. This inlet he supposed to be the Rio de Reyes of Admiral Fonte, and part of it was named by Gray, Massacre Cove, in commemoration of the murder of Caswell, the second mate, and two seamen of the "*Columbia*" by the natives on the shore on the 22nd of August. Gray soon after returned to Clioquot where the crew of the "*Columbia*" passed the winter in a fortified habitation which they erected on the shores of the Bay and called Fort Defiance. They employed themselves building a small vessel, and named it the "*Adventure*," which, in the spring of 1792, sailed for Queen Charlotte's Island, under command of Haswell, the first mate of the "*Columbia*" while Gray went on a cruise southward along the coast. Another account says, at Fort Defiance Gray and his crew built and launched the schooner "*Enterprise*," the first vessel constructed by Americans on the northwest side of the Continent of the United States. Whilst preparing for sea they were visited by two of the principal chiefs of the surrounding country with a number of followers, between whom and a Sandwich Islander on board the "*Columbia*" it became evident there was some understanding. Gray questioned the Sandwich Islander who at length confessed that the Indians had formed a plan for seizing their vessels and murdering their crew, promising to spare his life and make him a





**MOUTH OF THE COLUMBIA RIVER.**  
**From an original drawing.**



**THE COLUMBIA POINT, BELOW THE DALLES.**

chief if he would aid them by wetting the priming of all the guns at a particular time. Thus forewarned the Americans were on their guard, and the savages who surrounded the vessel on the following day were kept at a distance. Vancouver, in his Journal, speaks of sighting the "Columbia," on the 29th of Apr., 1792, as follows: "At four o'clock a sail was discovered to the westward, standing in shore. This was a great novelty, not having seen any vessel but our consort during the last eight months. She soon hoisted American colors, and fired a gun to leeward. At six we spoke to her; she proved to be the ship 'Columbia,' commanded by Captain Robert Gray, belonging to Boston, whence she had been absent nineteen months." After parting with the English ships, Gray sailed along the coast of the continent to the south, and on the 7th of May, 1792, he saw an entrance which had a very good appearance of a harbor in latitude 46 deg., 58 min. Passing through this entrance he found himself in a Bay well sheltered from the sea by long sand bars and spits, where he remained at anchor three days engaged in trading with the natives, and he then resumed his voyage, bestowing on the place thus discovered the name of BULFINCH'S HARBOR in honor of one of the owners of his ship. This is now known as GRAY'S HARBOR.

At daybreak on the 11th, after leaving Bulfinch's Harbor, Gray observed "the entrance of his desired port bearing east-south-east, distance six leagues," and running into it with all sails set between the breakers, (which Meares and Vancouver pronounced impassable) he anchored at one o'clock, in "a large river of fresh water," ten miles above its mouth. At this spot he remained three days, engaged in trading with the Indians, and filling his casks with water, and then sailed up the river about twelve or fifteen miles along its northern shore, where, finding that he could proceed no farther, from having taken the wrong channel, he again came to anchor. During the week which followed he made several attempts to quit the river, but was constantly baffled, until at length, on the 20th, he crossed the bar at the mouth by beating over it with a westerly wind and regained the Pacific. The opening through which the waters of this river are discharged into the ocean was first seen in August, 1776, by the Spanish navigator, Heceta.

The day before leaving the river, or on May 19, 1792, *Gray gave to it the name of his ship, the "Columbia," which name it still*

*bears.* The extremity of the sand-bank projecting into the sea on the south side of its entrance was called by Gray, POINT ADAMS, and he assigned the name of CAPE HANCOCK to the opposite promontory on the north side, being ignorant that Meares had already called it Cape Disappointment in token of the unsuccessful result of his search for the river. Vancouver also asserted that no opening, harbor or place of refuge for vessels was to be found between Cape Mendocino and the Strait of Fuca.

From the Log-book of the ship "Columbia," the following is taken :

" May 11th. 1792, at half past seven we were out clear of the bars and directed our course to the southward, along shore. At eight P.M. the entrance of Bulfinch Harbor bore North, distance four miles. The extremity of the land bore South-southeast half east, and the Northern, North-northwest.

May 12th. Many natives alongside ; noon, fresh wind : let go the best bower-anchor and veered out on both cables ; sent down the main-top-gallant-yard ; filled up all the water casks in the hold. The latter part, heavy gales, and rainy, dirty weather.

May 14. Fresh gales and cloudy ; many natives alongside ; at noon, weighed (anchor) and came to sail, standing up the river North-east by East ; we found the channel very narrow. At four P.M. we had sailed upwards of twelve or fifteen miles when the channel was so very narrow it was almost impossible to keep in it, having from three to eighteen fathoms of water, sandy bottom. At half past four the ship took ground, but she did not stay long before she came off without any assistance. We backed her off stern foremost into three fathoms and let go the small bower and moored ship with kedge and hawser. The jolly boat was sent to sound the channel out, but found it not navigable any farther up, so, of course, we must have taken the wrong channel. So ends, with rainy weather ; many natives alongside.

May 15th. Light airs and pleasant weather ; many natives from different tribes came alongside. At ten A.M. unmoored and dropped down with the tide to a better anchoring place ; smiths and other tradesmen constantly employed. In the afternoon Captain Gray and Mr. Hoskins, in the jolly-boat, went on shore to take a short view of the country.

May 17th. Fresh winds and squally ; many canoes alongside ; calkers calking the pinnacle ; seamen paying the ship's sides with tar ; painter painting ship ; smith and carpenters at their departments.

May 19th. Fresh wind and clear weather. Early a number of canoes came alongside; seamen and tradesmen employed in their various departments. Capt. Gray gave this river the name of Columbia River, and the North side of the entrance Cape Hancock; the South, Adam's Point.

May 20th. At three quarters past two a fresh wind came in from seaward; we immediately came to sail and beat over the bar, having from five to six fathoms water in the channel. At 5 P.M. we were out, clear of all the bars, and in twenty fathoms water. A breeze came from the Southward; we bore away to the Northward; set all sail to the best advantage. At eight Capt. Hancock bore Southeast, distant three leagues; the north extremity of the land in sight bore North-by-West. At nine in steering and top-gallant sails. Midnight, light airs."

From the mouth of the Columbia River, Gray sailed to the East coast of Queen Charlotte's Island, near which his ship struck on a rock, and was so much injured that she was with difficulty kept afloat until she reached Nootka Sound, where the damage was repaired. Gray and Ingraham having soon completed their business on the Northwest coast, departed severally for Canton in September, and thence sailed to the United States. Gray continued commanding trading vessels from Boston until 1809, about which time he died.

An old ship-carpenter, now living at Marshfield, in his 91st year, says that beside the "Columbia" James Briggs built the *largest vessel ever built on North River until later than 1800*. The vessel was the ship "MASSACHUSETTS," of about 400 tons, built between 1780 and 1790. *Seth Briggs* also built here early in 1700.\* In 1785 the sch. "INDUSTRY," 61 tons, of Boston, was built in Scituate; and also in 1786, the sch. "DOLPHIN," 51 tons, of Chatham. James Briggs was part owner of the sch. "Speedwell," built by Solomon Bates, in Hanover, in 1787. There was built in Scituate, in 1791, the sch. "REVIVAL," 39 tons, length 39 feet and breadth 15 feet; owned by James Briggs, Jr., William Vinal, Jr., Eli Curtis, of Scituate, and Lott Vinal, who commanded her. The Dighton branch built at Freetown, in 1794, the slp. "Polly," 49 tons, of Dighton; owners, James Briggs, Dighton, and others.

*John Briggs* built in Scituate, in 1785, the sch. "HARMONY," 51 tons, "deep waist and short quarter-deck," of

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\* See Brick-kiln Yard.

Cohasset. The owners were Thomas Marblo of Cohasset, mariner, who commanded her, John Briggs of Scituate, in the county of Plymouth, ship-carpenter, Jerome Lincoln of Cohasset, blacksmith, and Jacob Lincoln of Cohasset, mariner. There was also built here, in 1792, the ship "AMERICA," 220 tons, of Boston; and in 1793, the ship "BEDFORD," 253 tons, of Portsmouth. John Briggs d. in February, 1807, aged 88, and is buried in the First Parish Cemetery, Norwell. James and John Briggs were succeeded at the shipyard by *Thomas Barker Briggs*, son of James, who was a shipbuilder and a likely man, never wealthy but of moderate means. The first record we have found of any vessel built by him is in 1797, sch. "THREE FRIENDS," 98 tons, of Boston; owned by William Vinal, Nehemiah Manson and Abraham Lincoln, of Scituate, and afterward by Thomas Briggs and others, Boston. There was built here, in 1797, the sch. "IRIS," 80 tons, of Boston, and in 1801, the sch. "LUCY," 72 tons, of Boston; in 1802, brig "SALLY," 149 tons; owned by Jesse Dunbar, Silas Stetson and Simcon Bates of Scituate and the same year, 1802, the sch. "CUSHING," 78 tons; owner, Lemuel Vinal, Scituate, and in 1803, the sch. "PRISCILLA," 61 tons, of Chatham; probably the same "Priscilla," that was captured by the British in 1813 and papers detained. As can be seen by reference to the genealogy, Thomas B. Briggs mar. Lucy Otis and had among other children a son, Thomas, who was taken prisoner by the British while on a privateer, during the War of 1812. Thomas Briggs, in a memorandum in his own hand-writing, found in his effects, says:

"We sailed from Boston on the 9th. of May, 1813. Was taken prisoner on the 12th. and on the 17th. arrived in Halifax prison, remained there until the 21st. of Nov. then sailed for England. Arrived at Spithead on the 24th. of Dec. and laid there about two weeks, then sailed for Chatham. When I arrived there I was put on board the prison ship "Samson," where I remained about two weeks. Then we were put on board of the prison ship "Bahama," where we remained until the 25th. of Sept., 1814. Was then put on board of the Leyden transport, which sailed for Plymouth, from thence were marched to Dartmoor prisons where we arrived on the 8th. of Oct. *This day* the 30th. of Dec. the *American Ensign* was displayed on these prisons on account of the news of peace being signed betwixt England and the United States of America."

The above tells the whole story, but copies of his letters are here given as being of especial interest to those who will read

this chapter. One is from Thomas Otis, who gave the Second Society of Scituate a church organ, in 1830, and who was brother of Cushing Otis and was then in England; the other from Lucy Briggs, mother of Thomas. The letter from his mother is addressed to "Mr. Thomas Briggs, Halifax Prison," and is as follows:

Dear Thomas:

"June the 13th, 1813.

I am glad to hear no worse fate has befallen you. It is what I expected. I am sorry for your misfortune; keep up good spirits. I hope all these things will be for your good. If you was out privateering you might get disabled for life. It is an employment that will circumvent the frown of Divine Providence and business is preferable. An exchange may take place sooner than you anticipate. I am glad you are so well reconciled to what has befallen you. That all these things are directed by Wisdom superior to man's ought to console us under all the disagreeables of life. You wrote me a letter some years past that in trouble you always rejoiced yourself in your God. I wish it now may be your recourse, if so, you cannot be unhappy in the most abject situation. I have not any thing interesting to communicate. We are all well.

I remain your Affectionate mother, L. B.

P.S. Charles is here waiting for more favorable times for the Sailor; he has been taken, carried into St. Christopher, came home in a vessel from New London."

The letter from his uncle is addressed to "Mr. Thomas Briggs, prison ship, Bahama, Chatham," and is as follows:

"Dear Thomas:

Your last letter I received yesterday only—some friend must have taken it out of the Dead Letter office in London and forwarded it to me. I commiserate your situation although I can't approve of the Cause in which you were embarked. There is every prospect of a Peace this Summer; when you will get your pardon, if you do not before by exchange of Prisoners. I have letters from the U. S. to Jan'y 22d—all friends are well. I shall return to America in a few days, you will accept the inclosed five Pounds, (£5.)

And Believe me your

Affectionate Uncle,

*Thomas Otis*

Liverpool, Feb. 19, 1814.

P.S. Your first letter has never come to hand."



Next after Thomas Barker Briggs, the shipyard was occupied by his sons, Henry and Cushing Otis Briggs, brothers of Thomas. Henry probably learned the art of his father and on the Wanton Yard, but Cushing Otis was sent to Pembroke where he served his time under Elisha Briggs, at the Brick-kiln yard, and boarded at his house, now the residence of Nathaniel Smith and family, opposite H. H. A. Collamore's, which latter residence was the birthplace of Ichabod Thomas. It was here that Cushing O. Briggs met Mr. Thomas's daughter, whom he afterward married.\*

*Cushing O Briggs* built two vessels on his own account at the Brick-kilns in Pembroke during the years 1815 and 1816.

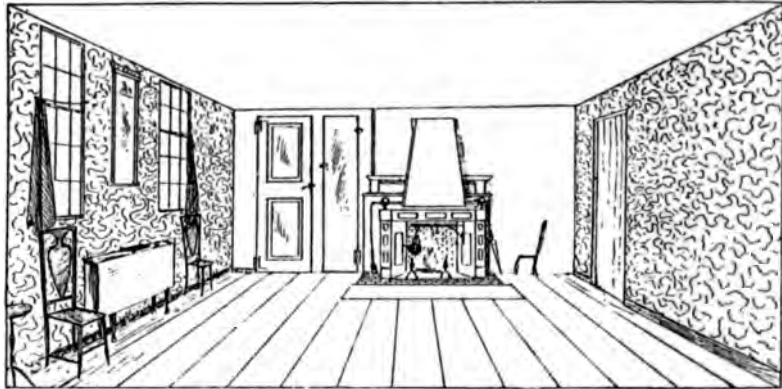
After he mar. he returned to Scitua e and resided in the old homestead of James Briggs, then occupied by Lucy and Sally Briggs, daughters of James. This house was built by Robert Thomas about 1712, and is on the lane or street that leads northwest from Hobart's Landing gate; a picture of the interior of one of the rooms of this old house is inserted in this book. It is from an original drawing made by Lloyd Briggs about 1846. It was then called by the household the "school-room." After Cushing O. Briggs came into possession of the place he built on a large addition or front. The house is still standing, and the farm adjoins that of the Sampsons.

*Henry Briggs* worked for the Fosters on the Wanton Yard as early as 1810.

After he mar. he resided in the house he probably built and which was the next house south of the late Judge Cushing place on the same side of the road. Henry and C. O. Briggs were noted shipbuilders, enjoying to a high degree the confidence of Boston merchants. Messrs. T. B. Wales & Co. were among those who employed them as long as they continued building. Cushing survived his brother Henry, who died in 1837. The Messrs. E. & H. O. Briggs, who built at So. Boston, and who turned out so many fine specimens of naval architecture, were the sons of C. O. Briggs. The honorable reputation of the father fell to the sons and they enjoyed the esteem of the Boston merchants. Cushing Otis

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\* See Chapter on Brick-kiln Yard.



"THE SCHOOL-ROOM."

INTERIOR OF THE OLD BRIGGS HOMESTEAD, SCITUATE.  
Built A.D. 1712.

1

and Henry Briggs built together for many years and then separately on adjoining yards at Hobart's Landing. Cushing O. occupied the old or upper yard, and Henry the one further down the river. Israel H. Sherman, now 86 years old, served his time on the C. O. & H. Briggs' yard as planker. He remembers a story about one of the carpenters, named Ruggles. It is said once when he went to New Bedford, he stopped over night at a certain house; he was a very tall man and the room which was assigned to him was small and the bed short with its foot next the window. In the night he thrust his feet out of the open window and in the morning awoke to find a number of turkeys roosting on his lower limbs, calling out, "Ruggles, Ruggles."

The first vessel the Briggs Brothers built together was in 1817, the sch. "CATHARINE," 61 tons, for Capt. Moses Rich, of Scituate, for whose wife she was named. John Bates was the first mate. The rigging was fitted in the yard in front of the late Dr. Stockbridge's dwelling, since occupied by Rev. Pelham Williams, that part which is now a grove near "the wide spreading pond" made famous by Samuel Woodworth in his poem, "The Old Oaken Bucket." When she was launched, Tom Briggs, brother of Cushing and Henry sat on the cap of the bowsprit and christened her by breaking a bottle of wine over her bow. The "Catharine" had one deck, two masts, length 62 feet, breadth 17 feet. John Bates, Samuel Jacobs, Jr., Anthony Chubbuck, Nath. Cushing and Cushing O. Briggs of Scituate, were interested in her. The following are some of the men who worked on the Briggs Yard at different periods: Amos F. Damon, now living at Little's Bridge, who has directed the author to many channels of information; Nath. and Samuel Damon, Abijah Holland, David, Charles and Otis Briggs, Capt. Thomas Rogers, Thomas Holmes, Harvey Hall, Chandler Clapp, Allen Randall, Joseph Eames, William Turner, Barker and Samuel Turner, Abijah Rogers, William Studley, Samuel O. Ruggles, Josiah Stoddard, Nathan Rogers, Theodoro Turner, Elisha Delano, Luther Magoun, Benjamin Nichols. George Curtis furnished anchors. Ira Barker and Consider Merritt did iron work. Abel Kingman and Briggs Magoun, Nath. Whiting, Joshua Curtis and George Leonard furnished timber. Amiel Curtis furnished elm timber at \$5.00 per ton, white oak at \$6.00 per ton; Samuel Mitchell, Michael Ford, Capt. Nath. Cushing, Shadrach, Barnabas, Sylvester and William Briggs, Albert Tilden, John Foster and John James also

worked on the yard. Wages paid at that time were from 75 cents to \$1.25 per day. Wales Tilden also worked on the Briggs yard and Foster's yard. Uncle Charles Briggs used to tell a story about Colonel Curtis, who went to Maine in the days of lumber speculation as agent for a company of men. He boarded with a widow by the name of Wass. The neighbors at his home used to tease his wife telling her, until she was nearly insane, that her husband, the Colonel, was going to marry the widow Wass.

*Cushing O. Briggs* was master carpenter, in 1818, of the sch. "MARY ANN," 76 tons of Boston; her length was 66 feet, breadth 18 feet, depth 7 feet. She was owned by Thomas B. Wales and Nathaniel H. Emmons of Boston, C. O. Briggs of Scituate, William Weeks of Tisbury, and Edmund Bridge of Wilmington, North Carolina. *Henry Briggs* was master carpenter in 1820 of the brig "WAVE," 124 tons, of Boston, single deck, two masts, length 75 feet, breadth 20 feet, depth 9 feet. She had a billet figure-head and was owned by Thomas B. Wales and Nathaniel H. Emmons, Boston, Henry Briggs, Scituate, and Freeman Norton, Tisbury. The "Wave" was at Bilboa in February, 1825, and her expenses while lying there were \$400. In 1826 she made a voyage from Amsterdam with 50 casks and 1060 jugs of oil, and 7500 lumps of clay, 10 packages of duck, 20 pipes of gin, and other merchandise. In 1827 she made a voyage to Rochelle and back with cargoes of rough pipes, barrels, hogsheds, ashes, brandy, etc. In 1828 Boston to Rochelle, New York, and Mobile to Rochelle, and in 1831 from Trinidad with sugar, then to Bremen with sugar, wood, indigo, raisins, lumber and hops. She was either sold or lost soon after this. The brig "Wave" was a very successful craft and made for her owners \$15000 on one voyage to France. Mr. Wales was a very decided man, and wanted things his own way. When the "Wave" was building, he requested the builders to have the treenails "well drove." When she was nearly built he came down from Boston to look at her. Treenails or "trunnells," as they were often called, have little punches driven into their centres after they are in place to spread and hold them. Taking a handful of those punches, Mr. Wales went to Henry Briggs and said, "Didn't I request you to have the treenails well drove?" Mr. Briggs answered, "Yes, sir, and they are." "Well," said Mr. Wales, "and here you are driving in these d——d little plugs."

It showed how much he knew about treenails ; but he did know a good vessel when he saw one.

Henry Briggs was master carpenter in 1820 of the brig "OAK," 150 tons, of Boston ; her length was 79 feet, breadth 20 feet, depth 10 feet ; owners, Thomas B. Wales and Nathaniel H. Emmons, Boston, Henry Briggs, Scituate. The following are some of the voyages made by the "Oak" while she was owned by T. B. Wales & Co : 1826, from St. Petersburg with hemp and sundry merchandise. 1828, Philadelphia to Rochelle with staves, hides, bark, etc. ; also voyage to Amsterdam, with 9 hogsheads, 44 tierces of sugar, also oil, etc. 1832, New Bedford to Hamburg with oil. 1833, New Bedford to Bremen with oil. 1834, Charleston to Antwerp and to Amsterdam. 1835, St. Iago to Trieste with sugar, coffee, etc. In 1836, she made three voyages, Charleston to Amsterdam with cotton and rice, Richmond to Amsterdam, and from Amsterdam with gin, oil, madder, beans, wine, seed, barketts, tenzel, nutmegs, sappan wood, etc. 1837, Richmond to Rochelle, and Charleston to Havre. 1838, to Rochelle, from Rochelle with brandy, vinegar and ochre, Charleston to Amsterdam, and from Rochelle again. 1839, to Havana with gin ; cargo from Havana to Cowe, etc. ; Charleston to Havre, and from Savannah to Liverpool. She sailed from Liverpool, Apr. 24, arriving in Boston May 25th. 1840, Matanzas for Cowe and a market ; Boston to Rochelle. 1841, from Matanzas to Rotterdam. 1842, from Rio de Janeiro to Charleston ; from Charleston to Amsterdam. 1843, from New Orleans to Hamburg ; from Matanzas to Trieste ; and New Orleans to Boston with pork, ham, lard, cotton, etc. Henry Briggs built vessels that curved from bow to stern, being very low at the centre with bow and stern high,\* and as the style changed he asked Mr. Wales if he would not have the bow and stern dropped a little to make a straighter vessel. Mr. Wales replied, "If you drop the bow and stern, you drop me ;" but afterward, in building the "Oak," he had her bow and stern dropped.

*crum  
of May*

Henry Briggs was master carpenter, in 1822, of the brig "LAPWING," 176 tons, of Boston ; length 84 feet, breadth 22 feet, depth 10 feet. She was owned by Henry Hovey, Francis Fisher, Francis Stanton, Ezra Hyde, Boston, Jesse

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\* It was the custom until 1815 and later to build vessels with crooked gunwales and stern high.

Dunbar, Jr., Scituate, Orrice King of Brewster, Gustavus Locke and James Sizer, Richmond, Va. This vessel was sold at Canton, China in 1826. C. O. & H. Briggs built, in 1823, the brig "OCEAN," 173 tons of Boston; owners were Nathaniel H. Emmons and Thomas B. Wales, of Boston, Cushing O. and Henry Briggs, Scituate. In 1826 the brig "Ocean" made a voyage to Rochelle, returning with brandy, wine and merchandise; and in 1828 from Charleston to Bremen with rice. She was later used as a Boston and Baltimore packet, and in 1852 was in the North Atlantic, whaling. In 1856 she was changed to a bark; she was not very successful, and in 1864 was sold to David C. Osborn, Sag Harbor. In 1867, she is said to have been lost in the South Atlantic, though the report gives the loss of a much larger vessel. Henry Briggs, in company with his brother Cushing O. was master carpenter, in 1824, of the brig "BILLOW," 160 tons, of Boston; owners, Nathaniel H. Emmons, and Thomas B. Wales, Boston. Her length was 80 feet, breadth 21 feet, depth 10 feet. The following are her voyages for nearly fifteen years: from 1827 to 1830, she sailed between Rochelle, Boston, New York, and Philadelphia, taking from the home ports, oak, timber, staves, rice, cotton, etc., and bringing back dry goods, liquors, etc. In 1830, she went to Palermo with staves. 1831, St. Iago to Trieste. In 1832, she made three voyages, Mobile to Matanzas with 74,500 feet of board, plank and scantling and back with 29,700 gallons of molasses, and 60 boxes of sugar, and to Rochelle and back. In 1833, from Antwerp to Rochelle and back, and to Rochelle and return again. 1834, Norfolk to Rochelle with staves, and back to Boston with 48 pipes, 265 hogsheads, 267 barrels of brandy, and 260 baskets of champagne. 1836, to Rochelle and back. 1837, Norfolk to Rochelle. 1837, Norfolk to Rochelle. 1838, Rochelle and Bremen, and to Amsterdam; cargo, tobacco, mahogany, etc. 1839, Charleston to Amsterdam. In 1840, four voyages: Rochelle to New York with brandy, back again with flour, staves, etc.; returned again with brandy and from Norfolk to Rochelle with staves, etc. At what port the "Billow" ended her days is not known, but she proved to be a very successful vessel for her first owners and made some remarkably quick passages. It will be seen that the Briggses built a vessel for T. B. Wales & Co. about every two years and usually built for other firms in Boston or Scituate Harbor the alternate years.

Henry Briggs, in company with his brother, was master



*Henry Briggs*



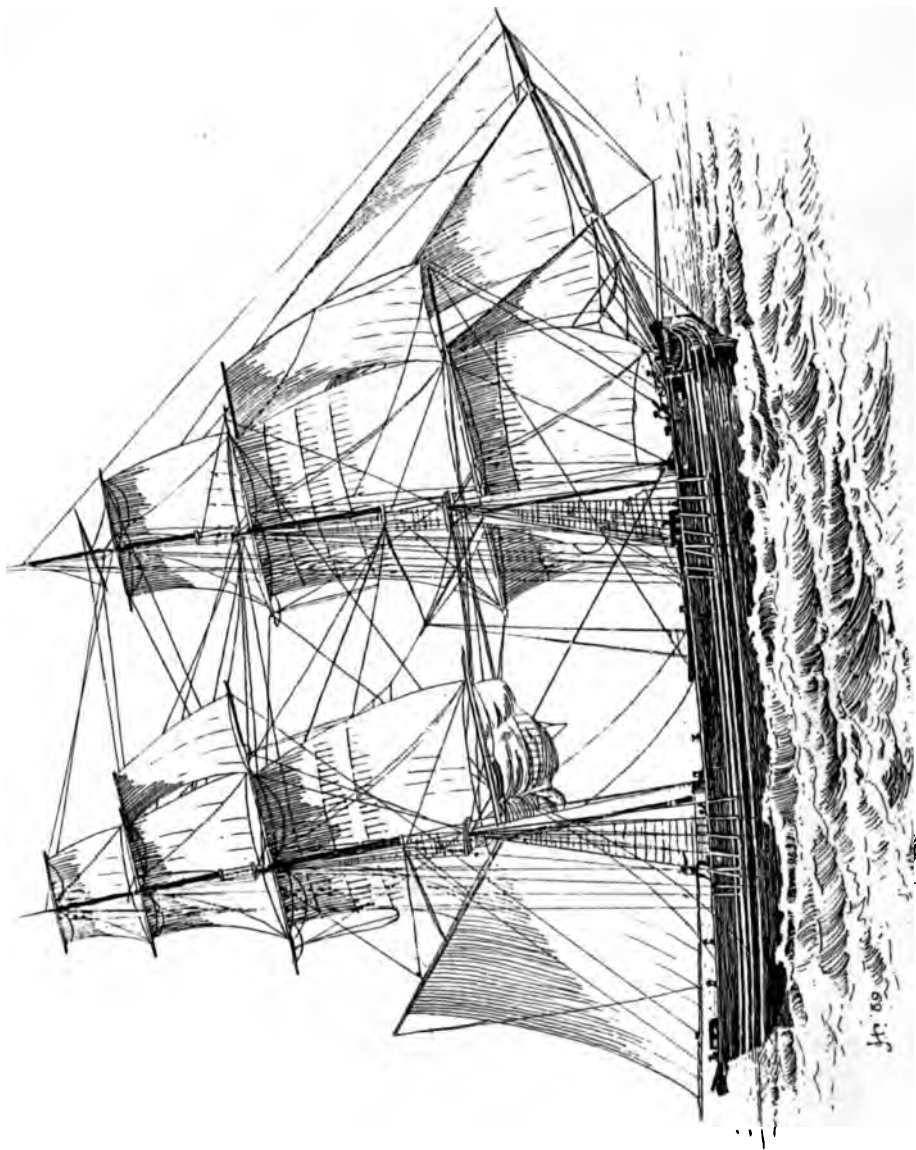
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carpenter in 1825 of the sch. "ADAMS," 111 tons, owned by Nathaniel H. Emmons and Thomas B. Wales, Boston. Capt. Henry Vinal, of Scituate, says that about 1825, C. O. Briggs built the sch. "ONTARIO," for him. The Briggs brothers built, in 1826, the brig "OREGON," 200 tons of Boston, length 89 feet, breadth 22 feet, depth 11 feet. Her owners were Henry Hovey of Boston, Jesse Dunbar, Sr. and Jr., of Scituate. The next year they built another vessel for T. B. Wales & Co. 1827, the brig "BOSTON," 242 tons, of Boston. She was a two decker, with two masts and a billet head, 95 feet long by 22 feet, by 11 feet, and owned by Nathaniel H. Emmons and Thomas B. Wales of Boston. There was a "Boston" built at the Wanton Yard, which has been incorrectly stated as being this vessel. The "Boston" made many voyages similar to the "Billow," the "Wave," etc. In company with Cushing O., Henry Briggs was master carpenter, in 1828, of the brig "IVANHOE," 192 tons, of Boston; owned by Joshua Blake, Francis Stanton and George Hallett of Boston. For a time in Briggs's Yard they missed large amounts of the chips, which were excellent for kindlings. One night they employed an old captain to watch the yard as they mistrusted a man who lived down the river. After waiting for several hours the suspected man came rowing up the river and soon began to load his boat with chips. The captain who was on the watch called out, "I am here." The man replied, "So am I," but it frightened him so, that he did not come again.

Cushing O. & Henry Briggs built of oak, in 1829, the brig "CRONSTADT," copper and iron fastened, 273 tons register: length 100 feet, breadth 24 feet, depth 12 feet, with two decks and two masts and full model. Her owners were Nathaniel H. Emmons, Thomas B. Wales, Samuel Quincy and Moses Wheeler of Boston. There is a water-color painting of the brig "Cronstadt," hanging in the office of Thomas B. Wales & Co., 40 Water street, Boston, representing her ashore on Falsterbo Reef, off Sweden, Aug. 12, 1840, then under the command of Capt. Hatch, from which painting the following cut is engraved.



The "Cronstadt" was engaged chiefly in the Russian trade. The following are some of the voyages made by her while she was owned by Thomas B. Wales & Son. In 1831, she made a voyage to Matanzas and Russia with a cargo of coffee and sugar. In 1832 she made three voyages: New Orleans to Boston with cotton; Matanzas to St. Petersburg with 1866 boxes of white sugar, 15 tons of logwood, 419 hogsheads of tobacco, 109 boxes of sugar; and from Alexandria to Amsterdam. 1834, two voyages: Cuba to St. Petersburg, with sugar; Charleston to Marseilles with cotton. 1835, Matanzas to St. Petersburg. 1836, Charleston to Rotterdam and Matanzas to St. Petersburg. 1837, three voyages: two from Rio de Janeiro to Hamburg, one with \$10,000 worth of coffee; the other voyage, coffee valued at £1962, 13s, and from Charleston to Amsterdam. 1836, Matanzas to St. Petersburg. 1839, Mobile to Amsterdam, and Charleston to Amsterdam. 1840, Matanzas to St. Petersburg, and from then until 1845 she made seven voyages between the ports of Matanzas, St. Petersburg, Antwerp and Charleston with sugar, rice, and cotton. In 1845, she also made a voyage from Matanzas to London. 1846, from New Orleans to Liverpool with cotton, wheat and staves; and from New York to Glasgow with flour and oil. 1847, she made a voyage from Havana to St. Petersburg with oil. Of course she always made her home port, Boston, at the end of nearly all of the above voyages. In 1861-63 she was owned by C. H.



BRIG "CRONSTADT," 273 TONS  
... .. and Hobert's Landing, in 1829, by C. O. & H. Briggs.



Rogers at Gloucester, and was under Captains Higgins and Herrick respectively. She was soon afterward sold to persons in South America, and in 1865, was owned by Capt. Lewin at Montevideo.

In 1829, the sch. "BILLOW," 83 tons, of Scituate, 65 feet long, 18 feet broad, and 8 feet deep, was built by C. O. and H. Briggs, and owned by Jesse Dunbar, Sr. and Jr., Lemuel Webb, her captain, James S. and Shadrach Briggs. The "Billow" was built square stern and had a billet figure head. C. O. & H. Briggs still owned in the "Billow" in 1836. In 1837, William T. Briggs bought into her, and about 1838, Charles C. Briggs took his father's interest. In 1844, the Briggses still had an interest in her. She was always used coasting in the winter and mackerel fishing in the summer. The "Billow" was built mainly for Capt. Lemuel Webb, who went master of her for many years and afterwards took a larger vessel. The last voyage made by the "Billow" was under Capt. Eaton Vinal, to the West Indies. While there the crew contracted fever, of which Capt. Vinal died on shore, and his mate Mr. Jacobs died the second day out. She was then in charge of two men, one of whom Abijah Otis, of East Stoughton, is now living. They drifted about for some days, when they were obliged to leave her, and took to their boats and went ashore on one of the islands. The American Consul put them in prison for several months, thinking that they were pirates or had mutinied on board, and they were not released until they could get word from Boston, to prove their statements were true. The vessel drifted ashore and was broken up by wreckers.

About 1830, or a little later, Cushing O. and Henry Briggs dissolved partnership and built on yards adjoining, as previously stated. The following is a copy of an old letter :

SCITUATE, Nov. 8th, 1830.

MESSRS. BENJAMIN RICH & SON,

Gents :

We have got our brig down the river and have been waiting five days for a wind to go out. The season is so far advanced we think it more prudent to get her insured if we could get it done for \$20.00. If you could get five thousand insured on the vessel for sixteen or twenty dollars, we should like to have it done. If not, we would like to know the

lowest it could be done for. You may send us an answer by the bearer of this. The vessel has two masts, three sails, chain, cable and anchor.

Yours, etc.,

*Cushing O. Briggs*

This letter probably referred to the brig of which Cushing O. Briggs was master carpenter in 1830, the brig "HAMILTON," 164 tons, Elisha Cushman, master; owned by John M. Pearson, Benjamin Humphrey and Robert G. Shaw, Boston. Henry Briggs was master carpenter in 1831 of the bark "AVON," 299 tons of Boston. Her length was 108 feet, breadth 24 feet, depth 12 feet; owned by Nathaniel H. Emmons, Thomas B. Wales, Sr. and Jr., Samuel Quincy and Moses Wheeler of Boston. John Foster in a letter, descriptive of an exciting meeting of the Franklin Association, dated at South Scituate January 15, 1831, and addressed to "Hon. Cushing Otis, M.D., Boston," adds the following postscript: "One thing I have omitted which is of more consequence than anything I have stated. Mr. Cushing O. Briggs met with a painful accident a few days since in the yard; falling on a plank he struck a large nail in his knee, or rather just below it, and he has not been able to move it since. I think, Dr., he needs your advice and help. Dr. James attends him; he is well otherwise but I understand it pains him very much. Yr. J. F., Jr." Mr. Briggs was confined some time, but later was able to resume work at the yard. Barnabas W. Briggs,\* who has given me much information, writes, "Nov. 28, 1831, is the first date I have in an old account book for work for Cushing O. and Henry Briggs, although I worked for them before. I also find dates of Sept. 13, 1832, Dec. 28th, 1835, at which time I was working for them." Henry Briggs was master carpenter, in 1833, of the brig "OAK," 208 tons of Boston; owned by Nathaniel H. Emmons, Thomas B. Wales, Sr. and Jr., Samuel Quincy and Ebenezer Sears of Boston. In 1834 the sch. "COLUMBIA," 75 tons of Scituate, length 65 feet, breadth 18 feet, depth 7 feet, was built by Cushing O. Briggs, and owned by John Beal, Peleg Jenkins, William Vinal, Henry

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\* See Scituate Harbor Yards.

Vinal, Albert Clapp, Henry Bowers and Cushing O. Briggs. In 1836 the Briggses still owned in her and she was under Capt. Peleg H. Collier coasting and mackerel fishing. Cushing O. Briggs was master carpenter in 1835 of the brig "COLUMBIA," 131 tons of Boston; owned by Ephraim Lombard and Anne C. Lombard of Boston and William and William H. Fowle of Alexandria, Va. Henry Briggs was master carpenter, in 1836, of the bark "VERONA," 238 tons, of Boston. She had two decks and three masts. Her length was 102 feet, breadth 22 feet, depth 11 feet, and owned by Nathaniel H. Emmons, Thomas B. Wales, Sr. and Jr., Joseph Perkins and Samuel Quincy of Boston. This was a very good sized vessel for this yard. At one of the launchings on the Briggs Yard Michael Ford, Jr. says that he remembers the vessel going off all right on only one bilge-way. She went as straight as with two. Of course it was by accident. Cushing O. Briggs was master carpenter, in 1836, of the brig "ANGEL," 157 tons, of Boston; owners Jeremiah B. Thompson, Charles B. Fessenden and Benjamin Hurd Skinner of Boston. This proved to be a very unsuccessful vessel for her builder, Cushing O. Briggs, who, paying his men, delivered her to Thompson & Fessenden who failed before they paid him for her. The loss fell heavily on Mr. Briggs, who soon after turned his ship-building business over to his two eldest sons, Charles C. and William T. Briggs, keeping but a small interest in the firm himself. The last vessel built on the Henry Briggs yard was the brig "STAR," which was begun by him, but he died while she was building. Elijah Barstow, his son-in-law, was at his death bed and almost the last thing Mr. Briggs said was, "Elijah, you must help George finish that vessel." George Briggs was Henry's son, and, although Mr. Barstow was building a vessel at the same time in Hanover, he went to the Henry Briggs Yard nearly every day and assisted George. The vessel was launched in the spring of 1838.

*William T. Briggs* was master carpenter in 1838 of the bark "EMMA ISADORA," 213 tons of Boston, Edward Fletcher, master, and owned by Henry W. Fletcher, of Boston. In 1848 she was owned by Joseph Swift of Gloucester, and in 1849 by Sanford Henry of Chelsea. This vessel was engaged originally in the Smyrna trade, and was noted for her fine sailing qualities and for the number of missionaries and the quantity of New England rum she carried to Smyrna.

*Verona A  
Esma. d.  
14.2.  
+ 14.2.  
his boat*





and William T. Briggs were master carpenters, in 1840, of the brig "SENA-

TOR," 193 tons of Boston, Bangs Pepper, Master. She was owned by him and Elkanah Bangs of Boston, Jeremiah Mayo, Theodore Berry, Joseph Sumpson and Joseph Crocker of Brewster and Charles C. and William T. Briggs of Scituate. Her builders sold her March 20, 1840, for \$8300. Some of the men who worked on her were Otis Briggs, Moses Rogers, James N. Sparell, Bela Lewis, Paul Litchfield, Harvey Litchfield, Ebed Hersey, Benjamin R. Jacobs, Samuel Hatch, Joseph Northey, Waterman Bailey and many others. G. and S. Manly and Eliphalet Kingman furnished timber at \$12 per M. Thomas Simmons and Experience Curtis also furnished timber. The "Senator" was finally sold at Rio de Janeiro, South America. *Charles C. and William T. Briggs* built, in 1840, the brig "MICHIGAN," 130 tons of Scituate. She was engaged in the foreign trade and owned by Perry P. Coleman, Elijah Jenkins, Jr., Seth Webb, Francis Thomas, Charles C. and William T. Briggs of Scituate. Alexander Anderson worked painting on the Briggs yard in 1840.

*Cushing O. Briggs & Sons* built, in 1841, the bark "SUSAN JANE," 274 tons, one deck and three masts; owned by Edward Fletcher, her master, and Henry W. Fletcher, Boston. This was the last vessel built on this yard. The "Susan Jane" was used in the Mediterranean trade. Capt. Edwin Fletcher was in command of her on a voyage from Boston to the Mediterranean, during which voyage she experienced a severe storm, and while running before the gale one morning a heavy sea washed the man at the wheel overboard, but he was got on board again. In the evening of the same day in the second "dog watch," while Capt. Fletcher and the mate were on the quarter deck they, together with the man at the wheel were washed overboard and lost. This was about 1843. Being without any one competent to navigate her, she was put into Gibraltar. In 1848 she was in Malta dismasted, and about 1859 she was off Sebastopol, one of the wrecking expedition raising guns, etc., from the Russian men of war which had been sunk before that city by the Russians to prevent them from falling into the hands of the enemy. John H. B. Lang, of Boston, who owned the "Susan Jane," at one time, says she was a "saucy





*Charles C. Briggs*

little craft and would sail like the wind." He sold her to the Fayal trade. After she returned from Sebastopol she sailed between New Bedford and Fayal. She was built of oak, was copper and iron fastened, had a deck cabin, was 90 feet long, 24 feet broad, and drew 11 feet. In 1863 she was owned by W. H. Topham and others, New Bedford. The same year she was rebuilt and yellow metalled. In 1865 she was owned by John Ferris of St. John, N. B., and under Capt. Huzford. In 1874 she was still owned in St. John, N. B., and sailing under the British flag, Capt. Hucksford, master.

Of the sons of Cushing Otis Briggs, *Charles C.*, who died April 11, 1843, of consumption, was a noble young man of great promise and exemplary character, bearing his long illness with courage and resignation. When but eleven years of age he received the following recognition from his teacher :

#### REWARD.

This certifies that Master Charles Briggs has committed to memory Cumming's Modern and Ancient Geography once, and given correct answers to 665 questions, relating to places &c. on the maps. Woodbridge's Geography nearly once. 40 columns of Dictionary. 34 verses in the New Testament. 36 pages of definitions. Multiplication Table, and 10 pieces on different subjects.

By obedience and good behaviour he has secured the esteem of his Instructress.

(Signed) T. F. FOSTER,  
1824.

*William T.*, as stated elsewhere, together with his brother Charles, succeeded their father at the yard. William's common school education was supplemented by brief academic courses at Hanover and Weymouth. Through the kindness of an honored uncle he was led to leave the ship-yard in 1841-2, and enter Oneida Institute, at Whitesboro', N. Y., from which college he graduated in 1845. He then entered Andover Seminary, and while there received a call to the Congregational Church at North Andover where he was ordained and settled in 1846. Later he accepted a call to Princeton where he was installed in 1855, resigning in 1863 to take charge of the Educational Department at Newbern, in the military district of North Carolina, which position he held until the close of the war. He was installed in the Congregational Church in East Douglas, in 1866, resigning in 1887 after a pastorate of uninterrupted harmony of twenty-one years. By vote of the said church, he is still "Pastor Emeritus." His services are

sought by several societies, but so far he has held to his resolution to spend his declining years in rest and quiet, free from labor, enjoying the competence it has been his fortune to accumulate.

JAMES EDWIN and HARRISON O. learned the art of shipbuilding at their father's yard on North River, and when Edwin (as he was usually called) had attained his majority, the balance of Harrison's time was given him by his father, and together they went to Boston and engaged as journeymen shipbuilders. Subsequently they built in company with Capt. Noah Brooks at his yard at the foot of F. street. In 1847 this partnership was dissolved and E. & H. O. Briggs removed to South Boston Point, near the rolling mills, where they built in company until after the war, employing mostly men from their native town whose skill in building vessels on the banks of the North River was recognized by the Messrs. Briggs, who built some of the fastest and most famous clipper ships that have ever been launched in the United States. The following are some of the ships built by them: the "Newton," 450 tons burthen; "Reliance," 450 tons; "Oxenbridge," 580 tons; "Mary Glover," 650 tons; "Berkshire," 650 tons; "Southern Cross," 1,000 tons; "Northern Light," 1,050 tons, which was built for Capt. James Huckins. She made the quickest passage ever made between Boston and San Francisco around Cape Horn. (See report Secretary of Board of Trade for 1882.) Frank H., son of H. O. Briggs, owns a fine painting of the "Northern Light." E. & H. O. Briggs also built the "Cape Cod," 850 tons; "Winged Arrow," 1,150 tons; "Meteor," 1,150 tons; "Golden Light," 1,150 tons, which was struck by lightning when only a few days out on her first voyage, and burned to the water's edge; the "John Land," 1,150 tons; "Bonita," 1,150 tons; "Cyclone," 1,150 tons; "Boston Light," 1,180 tons; "Starlight," 1,180 tons; "Grace Darling," 1,240 tons; "Saracen," 1,300 tons; "Cossack," 600 tons; "Vitula," 1,185 tons; "Mamaluke" 1,300 tons; "Fair Wind," 1,300 tons; "Alarm," 1,200 tons; "Joseph Peabody," 1,200 tons; "Asa Eldridge," 1,300 tons; "Dreadnaught," "Colorado," and many others. About 1865 the Briggs Bros. dissolved partnership and went out of business, each having secured a competence. J. Edwin Briggs never engaged in active business again. Harrison O. Briggs was elected a member of the Board of Aldermen in 1860, and was chairman of the committee that received and entertained the Prince of Wales on behalf of the City of Boston. Soon after he gave up ship-





*Sincerely yours.*  
*William G. Briggs*

building he was appointed manager of the Bristol line of steamers, which position he held until in connection with his brother, Lloyd Briggs, he opened a bankers' and brokers' office at 60 State street, Boston. At the time of his death he was president of the National Bank of the Republic, of Boston.

LLOYD BRIGGS worked on the shipyard until 1846, when he went to Boston, and in 1847 entered the machine shop of Jabez Coney, who gave employment to about two hundred men, twenty being apprentices, and served his time as machinist. He was on the Portsmouth Navy Yard about a year and a half, and assisted in "setting up" the engines in the U. S. S. "Saranac." This vessel was afterward lost off California. He also assisted in "setting up" the engines for the floating dry dock at that yard. He was afterward on the Charlestown Navy Yard engaged in the same kind of work. In 1853 he left the machine shop and went into the Broadway National Bank, then located on Broadway, South Boston, and in 1858 into the National Bank of the Republic, where he was teller during the War of the Rebellion, and during which time the work was so heavy that, in 1868, on account of his failing health, he removed to Hanson, giving up all business for three years. In 1870 he built his present residence in Hanover Four Corners, Mass. In 1872-3 he entered into the stock-brokerage business with his brother Harrison O., also doing the notary work for several banks. He is now notary for twenty-three banks, three Trust Companies and numerous bankers, his son L. Vernon, being associated with him.



## CHAPTER XVIII.

### SCITUATE MISCELLANEOUS YARDS AND BUILDERS 1694-1868.

ASA ROGERS, ELISHA MERRITT, SAMUEL TURNER, JR., WILLIAM  
BROOKS, SAMUEL ROGERS, LEONARD LITCHFIELD, FOSTER  
LITCHFIELD, CUMMINGS LITCHFIELD.

SCITUATE is indebted to the substantial character of some of her first founders, many of whom came from Kent, for so soon taking the lead in rates and levies of men, which superiority it maintained until the time of the latest annals of the colony. Samuel Deane so ably wrote the history and genealogies of her early inhabitants that to-day in many families his book is prized more than any other in their possession. He touched on so many subjects that it was not possible for him to do each justice. This volume is devoted to but one subject, but every subject referred to by Deane in his history, if properly written up before it is too late, would fill a volume as large as this. Let us hope that this work will inspire some one to study other subjects in the town's history, and publish the result of his labors. Rev. Samuel Deane gave instruction to many of Scituate's young men, for which he received fifty cents per week. He was quite a poet, as well as a teacher, and wrote many hymns for the churches. The following poem is from his pen :

#### NAPOLEON.

(Napoleon, in Italy, wept at the sight of a faithful dog on the battlefield, moaning by the side of his lifeless master. See *Las. Cases*, Vol. 1. Part II.)

Strange compound of passion, and why didst thou weep,  
At the faith of a brute to his master, though dead ?  
Was it pity that mov'd thee, for thousands that sleep,  
Where thy cruel ambition has made their last bed ?

Dost thou think of the nobles, whose generous birth,  
And whose bearings of honor cast shades on thine own,  
But whose blood thou wouldst pour out to water the earth,  
And whose corse stride over to mount to a throne?

Didst thou think of the widows and orphans, whose wail  
Strikes the clouds, and accusing to heaven may ascend?  
Or that Justice, insulted, may wake and prevail,  
And send thee an exile from country and friend?

Was it prophecy boding that e'en thou should'st die,  
And thy foes rend the blood-sprinkled wreaths from thy brow?  
Or did shame wring the deep, scalding tear from thine eye,  
Even shame, that a dog was more noble than thou?

Strange compound of passion, ambitions's fierce sway,  
All mingled with meanness and pity's soft fire,  
The world shall admire, but admiring shall pray,  
God send us no copy of that we admire.

SAMUEL DEANE.

Who among the thousands that refer to "Deane's History of Scituate," stop and think, "Who was this Rev. Samuel Deane to whom we owe so much?" Perhaps the question may come into their minds, and they may turn to his book for information; but it is a fruitless search, as he scarcely mentions himself there. In vain has the author searched for a likeness of him, but apparently none now exists, if, in fact, he ever sat for one. The memoirs of John and Walter Deane, published at Boston in 1849 by Wm. Reed Deane, give a very elaborate account of Samuel Deane's ancestors and their families, but does not give any information of value later than his marriage. He is described as being an erect and handsome man, being nearly, if not quite, six feet tall, with a beardless face full of character. He was *the* authority for miles around on horses, and loved a good horse dearly. Seldom was he seen travelling except on horseback, and riding was his daily exercise. A niece of his, now living in Boston, has a trunk in almost a perfect state of preservation, made by Samuel Deane, and covered with the hide of one of his favorite horses.

 descended in the following line from

- I. John Deane, who came from Chard, England, in 1636, or 1637.
- II. John Deane, b. 1639 or 1640, d. 1717.
- III. Samuel Deane, b. 1666, d. 1731.
- IV. William Deane, b. 1702, d. 1773.
- V. John Deane, b. 1740, d. 1808.
- VI. Rev. Samuel Deane, b. 1784, d. 1834.

*Rev. Samuel Deane*, son of John and Abigail (White) Deane, was born in Mansfield, Mass., March 31, 1784. He received his education at Brown University, where he graduated in 1805. He was ordained Feb. 14, 1810, as colleague of Rev. David Barnes, D. D., over the Second Church in Scituate, Mass. In the cemetery opposite this church he and most of his family are buried. He was pastor of the Second Church for twenty-four years, and in July, 1834, resigned on account of ill health. He died August 9, 1834. His works were, (1.) "History of Scituate," published in Boston, 1831; (2.) "The Populous Village," a poem delivered before the Philermenian Society of Brown University in 1826, and which was published; (3.) "Discourse on Christian Liberty," 1825; (4.) "Discourse on Human Nature," 1827, and many poems, never published. Several of his sermons were printed. He left in MSS. a satirical poem on "Some Literary Errors of the Age," delivered before one of the literary societies of Brown University.

#### REV. SAMUEL DEANE'S DESCENDANTS.

*Samuel Deane*, was born at Mansfield, Mass., March 30 or 31, 1784, and died at South Scituate, Mass., August 9, 1834, as has been previously stated. Stella Washburn, his wife, (daughter of Hon. Seth Washburn), was born in Raynham, Mass., Jan. 23, 1787; d. Jan. 12, 1850. Their children were, 1. MARTHA PHILLIPS, b. June 22, 1811, in Raynham; d. July 9, 1862. 2. CHARLES FREDERIC, b. March 21, 1813, in Scituate; d. in Chicago, Ill., Dec. 24, 1860. 3. JOHN MILTON, b. June 13, 1816, in Scituate; d. May 22, 1832. 4. HELEN MARIA, b. April 9, 1819, in Scituate; d. June 24, 1820. 5. HELEN MARIA, 2nd, b. April 21, 1821, in Scituate; married Dennis Rockwell, of Chicago, Ill., Nov. 3, 1859, and d. Sep. 8, 1883 or (1882.)

CHARLES FREDERIC, eldest son of Samuel Deane, married at St. Louis, Mo., Eloise Augusta Boardman, formerly of Middletown, Conn. Their children were, 1. William Horace Boardman, b. Dec. 28, 1844, in Pekin, Ill.; 2. Charles Washburn, b. July 27, 1846, in St. Louis; 3. Eloise Stella, b. July 2, 1848, in St. Louis; d. Dec. 30, 1849; 4. David Hartley Armstrong, b. Aug. 16, 1850, in St. Louis; d. in Chicago, 1869; 5. Harry Stannard, b. Aug. 25, 1852, in Chicago. 6. Kitty Eloise, b. June 20, 1854, in Chicago; 7. Helen Maria, b. March 21, 1856 in Chicago; d. in April, 1888; 8. Stella

Martha, b. Dec. 7, 1857, in Chicago; 9. John Milton, b. Aug. 29, 1859, in Chicago.

KITTIE ELOISE, the sixth child of Charles Frederic Deane, mar. March, 1874, Frederic M. Blount, of Chicago, Ill. Their children, 1. Kittie, b. March, 1875, at Chicago; 2. Harry Deane, b. Dec., 1877.

The above is as complete as has been possible to compile in a limited time. That every lover of Deane may be able to form a better idea of the beautiful character of the man, the two following extracts are given. The first from an obituary, written by his friend, the Rev. Edmund Q. Sewall, for the *Christian Register* of Aug. 23, 1834, Vol. XLV., No. 2.

"Died at Scituate, Mass., Aug. 9th, Rev. Samuel Deane, Pastor of the Second Congregational Society of that place.

\* \* \* \* \*

"His attempts at poetical composition were not numerous. He gave, however, to the world, on some public occasions, several pieces of much merit; and in this paper and other periodical works, he has at different times allowed to appear a few specimens of his talent in this kind, which were replete with images of household tenderness and natural pathos, and a part of which discovered a capacity for powerful and graphic description, both of objects in the outward universe, and of action and passion among men. He had a satirical vein, which he indulged without malice. His fancy was often sportive in conversation, but always innocent in its play.

\* \* \* \* \*

"The last winter while subject to the pains whose fruit was his death, he applied himself with ardor to inquiries respecting the newly-developed science of phrenology, and gave the results of his inquiries in an ably written lecture. In the learning of his profession Mr. Deane was well furnished. In some departments his acquisitions were more than the common stock, and he continued to acquire. His taste for natural science was such as would have led him to much devotion in its pursuits had opportunity favored. He had at one time a carefully selected cabinet of minerals. He had acquainted himself with the books of Phillips, Cleaveland and others on this and kindred branches. For history he had a decided predilection and indulged it. There were not many who were better versed than he in the colonial history of Plymouth and Massachusetts, among those whose associations have not led them more directly to make such subjects their study. His "History of Scituate" affords evidences of research and talent highly respectable.

\* \* \* \* \*

"Mr. Deane never ceased to speak of Dr. Barnes as of one whom he could not enough honor. The tribute he has inserted in his "History of Scituate" to his aged colleague is a memorial of the virtues of both, in a relation not the most easy to sustain without fault. Mr. Deane had proposed, in the hope of recovering his health in some measure, to remove to the distant West. But God had appointed other issues. His purposes were broken up, his visions of hope deferred, dispelled forever, and his wearied spirit, with no more pilgrimage, bidden to its final goal. He met his last disappointment with Christian firmness, and prepared himself to die according to the will of God. His end was tranquil."

The other extract is from the pen of the Rev. Wm. P. Tilden, from a letter, and from an address delivered by him in Scituate, Aug. 8, 1857, (or 1858.)

"Samuel Deane was settled here in Feb., 1810, the year before I was born, so that I have no distinct remembrance of his early life. I think of him only as he was in later years, when the gray hairs were upon his temples, and ill-health had taken the freshness from his cheek. He was a man to be remembered for many qualities; but my first impressions of him are more of his splendid singing in the pulpit than of his preaching. He was a dear lover of music. He had not only a delicate appreciation of it, but a rare capacity for making it. His voice was high and clear, with a peculiarly musical tone distinct from all other voices, yet blending happily with them, always alone, yet always in harmony. Now his light gray eye would glisten, and his wide mouth open to pour out the high, liquid tenor when some favorite old tune kindled him. He had one peculiarity not easily forgotten, that of waiting till the choir had sung partly through the line, and then striking out at the beginning in bold, clear tones, catch up with the choir, and let his voice mingle sweetly with the closing notes. He was a man of genius, a man of thought, a man of many noble qualities; but he was peculiar — his mind did not run in old ruts. He thought for himself, and spake his thoughts freely. He hated all shams, especially in religion. Whittier's lines to John Randolph have seemed to me peculiarly applicable to him:

'Sworn foe of cant, he smote it down,  
With trenchant wit unsparing:  
And scoffing tore with ruthless hand,  
The robe pretense was wearing.'

"He had no patience with pretense. Even now can you not see the scornful curl of his lip at mention of what seemed to him like hypocrisy in religion or meanness in daily life? Indeed, he carried this so far as to do injustice to his deeper and better nature; for I have no doubt his strong repugnance to every species of pharisaism often led him to hold back what his heart prompted to utter, and left the impression that he was less truly religious than he really was at heart. His position on the Arminian side in the old controversy with Calvinism doubtless strengthened this natural tendency. Very likely he may have felt in after life that he had erred in not speaking more directly and freely with his people upon personal religion, for many of you remember what a change there was in the character of his preaching during the last few years of his life, when the angel of sickness and sorrow came down to trouble the waters. Under the baptism of trial his soul seemed to gain fresh fervor, and earnestness, and inspiration. My most distinct remembrance of him is at this period. I remember particularly the sermon he preached after John's death, and after speaking of his boy's lingering illness, with trembling lip, and eyes suffused with tears, he repeated in broken utterance those touching lines of Gray:

'One morn I missed him on the 'customed hill,  
Along the heath, and near his favorite tree.  
Another came, nor yet beside the rill,  
Nor up the lawn, nor at the wood was he.'

"I remember, too, as some of you doubtless do, of his telling in that sermon, that in speaking with John one day during his last sickness about the Lord's Supper and his observance of it, John said to him, 'Father, do you remember how on such a time I went into the gallery to remain there

during the Communion Service?' 'I do, my son.' 'Well, father, *I went there to commune with you in spirit.*'

"He was a lovely boy; his death was too much for the stricken father, whose frame was already shattered by repeated sicknesses. You remember how often after this, his deep emotions would choke his utterance in his pulpit services. He failed rapidly, his old disease of the lungs, against which he had been struggling for years, prostrated him more and more. As he was walking one day with his dear friend, the Rev. E. Q. Sewall, he repeated as applicable to himself, those touching lines of Cowper:

'I was a stricken deer, hurt by the archers,  
And have left the herd.'

adding a beautiful line of Virgil, which speaks of the arrow quivering in the death-wound. He soon followed his boy. His memory is still green in many of our hearts, and I am glad, as one of the children of his flock, to drop this leaf upon his grave as a slight token of respect to his memory.'

The Cushings were among the early aristocracy of Scituate, and the following items relative to Judge Cushing's family are taken from some old newspapers. From the *New England Weekly Journal*:

"On Saturday last (Mon., Nov. 24, 1729) died here Mr. Nathaniel Cushing, Son of the Hon. Judge Cushing of Scituate, a Young Gentleman who had his Education at Harvard College, and has since been employ'd in the Secretary's Office, and several times as Clerk of His Majesty's Council for this Province: It is but about a Month past he entered into a married state, and it is supposed he was seized by Death the night of his Marriage, since which he languished till the time of his Death. An affecting Instance of the vanity of human life, even in the Bloom of Youth, and affluence of Worldly Prosperity."

From the *Boston Post Boy and Advertiser*, April 3, 1769:

"We hear from Scituate that Wednesday morning died there after a long confinement Mrs. Mary Cushing, aged 59 years, the virtuous consort of the Hon. John Cushing, Esq. of that place."

From the *Boston Evening Post*, Sept, 16, 1771:

"Married, Thomas Aylwyn, Esq., of this town, merchant, to Miss Lucy Cushing of Scituate, daughter of the Hon. John Cushing, Esq., a judge of the Superior Court."

And in a Boston paper of Dec. 12, 1885, there appeared the following:

"Chrissie Turner, a colored woman, who died on the 12th inst. in Bourne-dale, having arrived at the age of 100 years, was born a slave and lived for many years in the family of Judge Cushing in Scituate, being a part of the dowry of Mrs. Cushing at her marriage."

Items relative to the Turner family, also among the early aristocracy of Scituate, are found as follows. From the *Boston Gazette and Country Journal*, of Monday, August 31, 1761:

"We hear from Scituate that on the 22nd instant died Mrs. Hannah Turner, widow of Col. Amos Turner, and mother of Col. Thomas Clapp of that Town, in the eightieth year of her Age: In every Station and Condition of Life, much of the Virtues and Graces of the Christian were conspicuous in her, as she lived desired, so she died lamented. She died in a good old Age, an old Woman, and full of Years, and we have Reason to hope she is now Partaker of the Rest that remaineth to the children of God in a better World."

In the *Post* of Nov. 29, 1773:

"Married at Scituate, Mr. Wm. Turner to Miss Eunice Clap, daughter of Nathl. Clap, Esq."

Also in the *Boston Evening Post*, Feb. 7, 1774:

"On the 22d of Dec. last was celebrated at Plimouth the anniversary of their ancestors' first landing in New England, on which occasion the Rev. Mr. Turner of Scituate deliver'd a discourse in the Rev. Mr. Robbins's Meeting House from Zach. IV. part of the 9th & 10th verses. After which a very suitable dinner was prepar'd at Mr. Howland's where a great number of the people with five of the Clergy were genteely entertained and the day & evening very agreeably spent & to the honor of all present. Every countenance being expressive of gratitude & joy and every tongue exuberant in blessing the memory of their pious forefathers."

The following relative to *William Vassall*, after he left Scituate, is taken from a book entitled "The Vassalls of New England and their Immediate Descendants," by Harris, pp. 4 and 5:

"William Vassall in 1646 sailed for England in the 'Supply' in aid of a petition for the redress of wrongs in the government, and never returned, but in 1648 returned to Barbadoes and there died in 1655, aged 65 years. His will is dated at Barbadoes, July 13, 1655. He bequeathed to his son John one third of all his estates, and the remainder to his daughters, Judith, Frances, Ann, Margaret and Mary. His son was appointed Executor, and in his absence Nicholas Ware, who appointed, May 8, 1656, Capt. Joshua Hubbard of Hingham his attorney for the sale of the Scituate Estate, by virtue of two writings, one signed by Resolved White and James Adams, Feby. 18, 1656, and the other by Margaret and Mary Vassall, Mar. 3, 1655-6. The estate was conveyed by Joshua Hubbard to John Cushen and Mathyas Brigs for £120, and consisted of about 120 acres, with houses and barns. The deed was signed by Joshua Hubbard, Resolved White and Judith his wife, and James Adams, July 18, 1657."\*

An old rhyme, which "went the rounds" for many years

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\* See further account of Vassall in Deane's History, and in chapter on Briggs Yard.

about a prominent man with a poor character, is here revived for the edification of the older people, viz. :

“Here lies the dull sleeper called \* \* \* \* \*  
 Who for thirty nine years has played off his jokes.  
 Whose days of probation for marriage have past,  
 And this is his last May ; yes the very last.  
 In future his fate will be hard as a rock,  
 He will lie snoring in bed till past ten o'clock.  
 Without victuals to eat or a deary to cheer him,  
 I solemnly hope no one will go near him ;  
 A hater of man, an insulter of woman :  
 Like a blasted old tree in the midst of a common.  
 Crown his gates ye May nymphs with wormwood and myrtle  
 More fragrant and fair than a salt water turtle.”

*Rev. Sam'l J. May* was one of Scituate's strong abolitionists, he succeeded Mr. Deane at the Second church. A history of his life has been published in book form by the Unitarian Society.

There came from Scituate one man who appeared before the world a beautiful example of strength of character, and who died a martyr in his efforts to free the people, for whom so many lost their lives later. This was the *Rev. Charles T. Torrey*. He was born in a one story gambrel-roof house, located in Greenbush Village, on the first left hand corner northeast from the old Stockbridge place on the road that runs by the pond to the harbor. This house was occupied for many years by Calvin Jenkins. During Mr. Torrey's incarceration in Baltimore jail, after his conviction, and while awaiting sentence, in 1844, he wrote a book entitled “*Home, or the Pilgrims' Faith Revived.*” It should be read by every resident or native of Scituate. In this volume he speaks of Scituate, or “Home,” as he calls it, as follows :

“The first settlers were generally men of property. Many of them were scholars and accomplished gentlemen. They impressed on their children a love of learning and a refinement of manners that has never wholly disappeared, in the darkest periods of the annals of ‘Home.’ Sound in their religious faith, taught the value of a good hope towards God by the lessons of persecution, there was not perhaps for two generations a head of a family who did not belong to the church ; not a house in which the morning and evening sacrifice of prayer and thanksgiving was omitted. No law was ever needed to induce the people to sustain a sufficient number of excellent free schools, and for more than a century from the settlement, a



public grammar school supplied to all who desired it, the means of a more enlarged course of study. While the rigor of the early faith and piety remained, no town set a greater value on the higher branches of education. For a century and a half hardly a foreigner has entered 'Home.' The few who came were soon assimilated to the habits and feelings of a people born, living and dying on the same soil. I can remember twenty families in one section of the town which for seven, eight and nine generations have lived on the same spot; no rare thing in the old countries but quite so in our new and ever moving land. No foreign sources of corruption therefore ever came in to make the sons unworthy to bear the names of their sires. If they have fallen the root of evil is from within."

A stone erected to the memory of Rev. Mr. Torrey, in the cemetery at Mt. Auburn, Mass., bears the following inscriptions:

"REV. CHARLES T. TORREY

Born at Scituate Nov. 21, 1813. Graduated at Yale College, Aug. 1833. Ordained at Providence, Mar., 1837. Arrested at Baltimore, June 24, 1844. Died in the Penitentiary of that City May 9, 1846."

"Charles Turner Torrey was arrested for aiding slaves to regain their liberty. For this humane act he was indicted as a criminal, convicted by the Baltimore City Court, and sentenced to the Penitentiary for six years. While on his death bed he was refused a pardon by the Government of Maryland, and died of consumption after two years confinement, a victim of his sufferings. It is better to die in prison with the peace of God in our breasts than to live in freedom with a polluted conscience.

"Where now beneath his burthen  
The toiling slave is driven,  
Where now a tyrant's mockery  
Is offered up to heaven.  
There shall his praise be spoken,  
Redeemed from falsehood's ban  
When the fetters shall be broken,  
And the slave shall be a man."

"The friends of the American Slaves erect this stone to his memory as a Martyr for Liberty."

Drake in his history, page 659, relates the following: "Feb., 1761, the body of Maj. Gen'l Edward Whitmore was brought to Boston from Plymouth in the sch. '*Leopard*,' Thomas Church, master. He was coming from Louisburg to Boston and fell overboard and was drowned." As Capt. Church was a Scituate

man, the vessel may have been a Hanover or Scituate vessel. Barry says, "During the great storm of April 16-17, 1851, the sea broke completely over the narrow strip of beach between the Third and Fourth Cliffs." Wrecks strewed the coast after that fearful storm. From the *Boston News Letter* the following is taken :

"On Friday Apr. 6th. 1711, Capt. Brown in a large sloop from Surranan was taken off Scituate two miles from the shore by two Placentia Privateer sloops, 32 men in each, no great guns. Brown and three of his men were put on shore, his mate and one of his men were sent away in the sloop."

In an early number of the *New England Weekly Journal* appears the following :

"On Wednesday night last (Aug. 28, 1728) at eleven o'clock, Capt. Joseph Anderson coming from Lisbon, bound to this place in a Brigantine ran on the rocks near Scituate, whereby the vessel is likely to be entirely lost and much of the cargo, tho' the lives of the men are sav'd after abundance of fatigue and difficulty."

Also the *New England Weekly Journal*, of a later date, gives the following account of another vessel as follows :

"In our last we gave an account that a large Ship had run ashore near Scituate: we have since been informed more fully of the same, and learn that the said Ship was commanded by Capt. Wellington, belonging to Bristol, and coming hither from Lisbon laden with Salt, that on or about Friday the 10th Instant, (Oct., 1729) she ran aground on Marshfield Beach, and that after a while six of the Men got into the Boat to go on shore, but while they were near the Ship the Waves beat so violently, that the Boat filled with Water, and five of the said Men were drowned, and one held by the Boat and got again into the Ship, where were six more that remained on Board; that soon after the Ship broke to pieces, and the Salt washing away, the part they were in lighten'd, and swung nearer the shore, by which means they all got safe to Land. The Vessel and cargo was entirely lost."

Representations of the earliest vessels were those built and used by the Egyptians. They were small vessels or galleys built with keels, ribs, and planking, without decks, but strengthened crosswise by numerous benches on which the rowers sat. It is mentioned in early history as a noteworthy circumstance that when Caesar invaded Britain, his vessels were so large they could not reach the shore, and his troops on disembarking, were breast high in the water. John J. Currier, in his very interesting *Historical Sketch of Shipbuilding on the Merrimac River*, published in 1877, states that "In Newburyport, where they had every facility for building and launching large vessels,

they did not build a vessel so large as 594 tons until 1836." Undoubtedly the *first vessel of size sufficient to navigate the ocean launched from the shores of New England, was "a faire pinnace of thirty tons," called the "Virginia,"* which according to Strachey, was built by the Popham Colony at the mouth of the Kennebec, in 1607, thirteen years before the landing of the Pilgrims at Plymouth, and which made a successful voyage across the Atlantic, the same year. Twenty-four years after this, on the fourth of July, 1631, Gov. Winthrop launched the "*Blessing of the Bay,*" the *first vessel built in this part of the State.* This vessel was built on what has since been known as the "Ten Hills farm" at Medford on the Mystic River, and about fifty years ago the identical ways from which she was launched were still standing and in a fair state of preservation. She was built of locust timber cut up on the farm.\* Capt. George Henry Proble, U. S. N., in an article entitled "Early Ship-building in Massachusetts," says, "The ship-carpenter, who came over to the Plymouth people in 1624, soon died, but not until he had built two shallops, one of which was employed in the Fall of the next year to carry a load of corn on a trading voyage to the Kennebec River. She had a 'little deck over her amid-ships to keep ye corne drie but ye men were faine to stand it out in all weathers without shelter.' The next year they 'tooke one of ye biggest of these shallops and sawed her in ye middle and so lengthened her some 5 or 6 foote and strengthened her timbers and so builte her up and laid a deck on her and so made her a conveniente and wholesome vessell very fitt and comfortable for their use which did them service 7 years after; and they gott her finished and fitted her with sayles and anchors ye ensuing year.' Such were the first vessels of the Pilgrims." Between the years 1678 and 1706, Scituate far exceeded any other New England town excepting Boston in the number of vessels built. This latter year she was equalled only by Newbury and Salem. The following is a partial list of vessels which were built in Scituate during early times. Many other vessels built here during these years can be found under the chapters on the different yards. In 1694, there was built the sloop "MAYFLOWER," 25 tons; owners, the Captain, James Truworthy, Boston, John Warren, Thomas Dalton of the Island of Providence. 1694, sloop "KATHARINE," 25 tons, Capt. Samuel Hill; owners, Samuel Heyman and Robert Knowles, Charlestown. 1694,

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\* See Chapter, North River, Continued.

brig't'n "PRIMROSE," 50 tons, Philip Bass, master; owners, Andrew Belcher, John Eyer, Jeremiah Dummer, William Clarke, Boston, Edw. Shippen of Philadelphia. 1695, ship "SPEEDWELL," 60 tons; owners, Capt. Thomas Burrington, John Foster, Benjamin Alford, Edward Thomas, Abraham Blish, of Boston. 1695, slp. "SPEEDWELL," 25 tons; James Seyward of Gloucester, owner and master. 1695, brig't'n "JOHN & ABIEL," 60 tons; owners, John Ireland, her master, Andrew Belcher, John Eyer, George Cable and Jeremiah Allen of Boston, and Richard Clayton and Edward Parson of the Island of Mount Serat. 1696, ship "DOLPHIN," 100 tons; owners, Capt. Giles Fyfield, Samuel Lillie and Edward Martin, merchants, John Rusk, Samuel Greenwood, Thomas Baker, Nathaniel Henchman, all of Boston. 1696, brig't'n "ADVENTURE," 50 tons, Capt. Andrew Rankin; owners, Andrew Belcher, Daniel Oliver, Andrew Rankin, of Boston, and Isaac Little of Marshfield. 1696, ship "SPEEDWELL," 100 tons, Capt. Robert White; owners, Samuel Lillie, Edward Martin, Samuel Greenwood, Thomas Baker and John Buck, Boston, and Giles Fyfield. 1696, slp. "HOPEWELL," 35 tons, Scituate; owners, William Webster of Piscatag, N. H., and John Linkler, of Boston. 1696, ship "ANDREW & SAMUEL," 80 tons; owners, Andrew Belcher, and John Colman, merchants, Samuel Lillie, and Daniel Oliver, all of Boston. 1697, slp., afterwards, brig't'n, "HOPEWELL," 60 tons, Capt. Wm. Rouse; owner, Samuel Lillie, Boston. 1697, brig't'n "MICHAEL & SAMUEL," 60 tons; owners, the Capt., Thomas Lillie, and Samuel Lillie of Boston, and Michael Lambert of the Island of St. Christophers, merchant. The following is a copy in full of the register or oath taken by the owners or builders, viz.:

"1697-8. Daniel Zachary of Boston in New England, Ironmonger, being a professed Quaker did solemnly declare in the presence of Almighty God the witness of the truth of what he said. That the slp. "UNITY," of Boston, aforesaid, whereof Matthew Estis is at present Master, being a square sterned vessel of the burthen of about Forty Tons, was built at Scituate in New England around 1697, and that he the said Daniel Zachary is at present sole owner thereof and that no forreigner directly or indirectly hath any share or part interest therein.

Declarat Cor.

William Stoughton & Jahted Brenton, *Collectors*.

The above Mathew Estes was probably a Hanover man, and

the same that resided on a farm in West Hanover, where a descendant, Henry Estes, now resides, and this latter vessel, built for Quakers, may have been built by Edward Wanton. 1697, brig't'n "HOPEWELL," of the Island of Jamaica in 1699; owners, Capt. John Sadler, Boston, William Smith of Jamaica. 1698, ship "TRYAL," 60 tons, hailing from Taunton, Capt. James Smith; owners, David Jeffries of Boston, and Morris Hammond and Simon Stacey of Taunton. 1698, slp. "ENDEAVOUR," 20 tons, Capt. John Bowdon; Benjamin Gallop of Boston, owner. 1698, slp. "FRIENDS ADVENTURE," 30 tons, Capt. John Tapper; owner, Robert Evans, of Boston. 1698, ship "JOHN & ABIAL," 100 tons, hailing from Mount Serat; owners, Capt. John Ireland of Boston, Col. Anthony Hodges and James Donnalson of the Island of Mount Serat, and Thomas Thompson of Pool, in the Kingdom of England, residing in Boston in 1702, a professed Quaker. As will be seen the above were built during the sixteen hundreds. Commencing with the year 1700 there was built in Scituate, in 1700, the sloop "ELIZABETH," 20 tons; owners, William Goddard, mariner, and Eleazer Darby of Boston; also in 1700, the sloop "CONTENT," 30 tons; owners, Samuel Lillie, merchant, and Tobias Greene, mariner, of Boston, and Nathaniel Lomnis; also in 1700, the brig't'n "PRUDENT SARAH," 50 tons; owners, Capt. Thomas Tomlin and James Allison, of the Island of Jamaica; and also in 1700, the katch "HOPE," 30 tons; owner, Capt. Thomas Lasenby, Boston. There was built in Scituate, in 1701, the brig "MAYFLOWER," 30 tons; owners, Charles Shepard, merchant, and David Jeffries of Boston. In 1703, the brig't'n "WILLIAM & THOMAS," 72 tons, Capt. Francis Plaisted; owners, William Fenton and son, Thomas Fenton, and Jacob Doval of the Island of Nevis; also in 1703, the sloop "HENNERETA," 20 tons, Capt. John Jarvis; owner, John Frizell; and also in 1703, the sloop "JOHN & DANIEL," 30 tons; owners, Daniel Middleton and John Frizell of Boston. In 1704, the sloop "FRANCES," 20 tons, was built at Scituate, before called the "*Larke*," of Boston; owners, Timo. Harris, English merchant, in Oporto, and David Jeffries of Boston; also in 1704, the ship "JOHN & DAVID," 60 tons; owners, David Jeffries, merchant, and John Frizell of Boston; also in 1704, the brig't'n "DOROTHY," 40 tons; owners, David Jeffries, merchant, and John Frizell of Boston; also in 1704, the brig't'n "DOVE," 45 tons; owner, Samuel Lillie, of Boston; and lastly in 1704, the ship

"ADVENTURE," 50 tons; owner, Nicholas Roberts of Boston. In 1705, the brig't'n "SWALLOW," 30 tons, was built at Scituate; owner, John Frizell of Boston; also in 1705, the brig't'n "ABIGAIL & SARAH," 60 tons; owners, Edward Martyn and William Hutchinson, merchants, and Thomas Palmer of Boston; also in 1705, the sloop "BENJAMIN," 30 tons, owner, Benjamin Flood of Boston; and lastly in 1705, the sloop "AMITY," 50 tons; owners, Daniel Oliver, Francis Clarke and William Wellsted of Boston, merchants, and Nathaniel Oliver of Boston. In 1706, the brig't'n "TYGER," 60 tons, was built at Scituate; owners, Thomas Palmer and Edward Martyn of Boston; also in 1706, sloop "BETTY," 40 tons; owners, Andrew Belcher and Charles Chambers of Charlestown; and also in 1706, brig't'n "GOOD LUCK," 70 tons; owners, Samuel Lillie, merchant and John Ruggles of Boston. In 1711, the ship "JOHN & DOROTHY," 80 tons, was built at Scituate; John Frizell of Boston, owner; and in 1712, the brig't'n "MAYFLOWER," 30 tons; John Frizell, of Boston, owner. The absence of official records leaves the history of shipbuilding, during the middle of the 18th century, a blank as has been elsewhere stated, but the following petition found among some old MSS. will be read with interest by many:

*"To the Honourable Senate & Honourable House of Representatives in General Court Assembled:* The petition of the undersigned an inhabitant of Scituate respectfully shows. That in the year 1775, he was the owner of  $\frac{1}{4}$  part of a *sch. burthened 44 tons*, one year old, which was all the property he then had. Said vessel was laid up in a creek of Scituate, in the month of April, 1775. The rigging & sails were taken from their places and stored in the cabin and hold. Some time in June or July of the same year a party of soldiers sent by the committee of Public Safety of the town of Cohasset went and took said sails and carried them to Roxbury to be used for tents for the Army. Your petitioner was at that time a Militia soldier in actual service. He was afterwards paid the number of dollars his sails were said to be worth in Continental money, the value of which at the time was a mere trifle. He afterwards lent the state a hundred pounds of his own hard earnings and took a note signed Henry Gardner. In about 18 years after, received a State note in lieu thereof for two hundred and ten dollars. The above facts your petitioner is abundantly able to establish before any committee which your Honours may depute to hear the same. He is now 81 years of age, infirm & poor, has no relatives or friends of sufficient pecuniary ability to support him. He therefore prays your Honours to take a compassionate view of his case, and award him

that justice which to you shall seem meet and proper, and as in duty bound will ever pray.

(Signed)

JARED BATTLES."

The first ship-builder, whom it has been found impossible to locate at any particular yard in Scituate, is *Asa Rogers*, who built here in 1803, the sch. "MORNING STAR," (see Rogers Yards). Another shipbuilder, whom it has been impossible to locate during all the years he built, is *Elisha Merritt* who lived on the Black Pond Road, South Scituate. He was brother of Consider, whose son Joseph built on the Chittenden Yard. Elisha had two sons, both of whom are now living in North Scituate. They are Joseph H., a wheelwright and Cummings, a blacksmith. Elisha was the son of Elisha and Priscilla Merritt, and a lineal descendant of Henry Merritt, who was in Scituate in 1628, (see Deane's "History of Scituate").

*Elisha Merritt*

built a fishing schooner, the "Mozart," 40 tons, about 1837, above the tide mill at Cohasset for his brother Francis; and earlier or in 1829 the sch. "Elizabeth," 57 tons, for James Collier. He also built one vessel at the Harbor at King's Landing by the old carding mill. He was partner at one time with Copeland, Pratt and others at the Fox Hill Yard,\* and the following vessels which he built at Scituate, he may have built in this yard. In 1816, the sch. "UNION," 48 tons; owners, Elisha, Benjamin and Consider Merritt, Jr., Freeman Litchfield, Samuel Hiland, Silvester Clapp and Caleb Bailey of Scituate. In 1819, the sch. "LITTLE MARTHA," 55 tons, of Boston. In 1825, the sch. "LAGRANGE," 73 tons; owned by Lemuel Webb, Jesse Dunbar, Sr. and Jr., John Beal, Peleg Jenkins and Simeon Bates, Jr., of Scituate. He also built in Scituate, in 1831, the sch. "ELLEN," 61 tons, of Cohasset, afterwards of Orleans.

*Samuel Lumsden*

was a shipbuilder in Scituate during the early part of this century. One report says he built on North River, but an old resident at the harbor says he remembers his building the "Richmond" in the Samuel Kent yard at the harbor. In any case, the

\* See chapter on Fox Hill Yard.

following vessels were built by him, and in Scituate. In 1817, the sch. "MONROE," 47 tons, of Boston; owners, Theodore, Samuel, Jr., and Samuel Turner, Hersey Litchfield, Elias Pincin, Benjamin R. Jacobs, of Scituate, and others. Also in 1817 the brig, "RICHMOND," 116 tons, of Boston. Altered into a schooner in 1828; owners, Jesse Dunbar, Sr. and Jr., Capt. Seth Webb of Scituate, and others. Samuel Turner has one daughter now living, the widow of Frank Brooks, who was son of *William Brooks*,\* who was a shipbuilder, and built in Scituate in 1818 the sch. "GOLCONDA," 78 tons, of Boston, but at what yard he built we have been unable to ascertain.



*Samuel Rogers* built in Scituate in 1817 the sloop "NANCY." (See Rogers Yards.) There was also built in Scituate in 1818, at some yard unknown, the sch. "FOUR BROTHERS," 53 tons,

of Boston, by master carpenter, who lived in Beechwood, North Scituate. His grandson, John, now lives in North Scituate. He has also a grand-daughter, Juliza, now living. The wife of Thomas Lawrence, of Somerville, is a daughter of Leonard. He also had sons Addison, John and Foster.

There was built in Scituate in 1819, at some yard not known, the sch. "FOUR SISTERS," 67 tons, of Boston, by master carpenter. She was owned by Hall & Billings, and Martin D. and Benjamin Merritt, Lindale Tilden, Elijah Pierce, Silas Clapp and Leonard Litchfield, of Scituate.

The last shipbuilder that comes under this chapter is *Cummings Litchfield*. He had built in company with James S. Burrell, at the Wanton yard, and under the chapter de-

\*William Brooks, the shipbuilder, was probably the son of William and Betty Brooks, of Scituate, as they had a son William, b. March 12, 1771.



voted to that yard, can be found a sketch of his life, and the vessels he built there. In 1852 he conceived the novel idea of building a vessel in his own door yard. He got his timber and plank ready, laid the keel, and went to work on a schooner of 35 tons, and soon had "as handsome a little vessel ready for launching as was ever built three miles from the water;" the keel being laid on the land between his residence in 1889, and the house of the late Misses Sally and Rachel Lapham. It was named the "ONLY SON," and great preparations were made to get it into the river. The roads in that vicinity are hard to travel, and most people thought the first rising ground would be the last resting-place of the "Only Son." Not so Mr. Litchfield. He procured four sets of the heaviest axles and wheels, got his vessel well in position, hitched on eighteen pairs of large oxen, and, accompanied by nearly all the inhabitants of Scituate and neighboring towns, slowly moved his cumbersome load to Union bridge, where it was launched without accident. The "Only Son" was named after William, the only son of Cummings Litchfield. She is registered as 23 tons, built at Scituate in 1860, and she was owned by Mr. Litchfield. Her first voyage was from Charlestown to Grand Manan freighting. Later, she went to Bay of Fundy cod-fishing, under Capt. Trim. Afterward she was run as a packet from Scituate to Boston, and back to Grand Manan, where she saved forty tierces of wine from a vessel, and got quite a salvage. She was finally sold to Grand Manan to go cod-fishing.

Cummings Litchfield had a ship-yard next to Union bridge, just below on the Scituate side, and here he built one schooner and several "gundalows." He built in 1868 the sch. "PERFECT," 26 tons, at Union bridge. She was used fishing two or three years under Capt. Israel Merritt; then lumbering. Later, Capt. Litchfield, her builder, took command of her and went to Gloucester and other voyages. She was very fast, and cut a shine in the different ports. His last trip in her was to Bucksport, Me., where he sold her in the spring of the year. Among other gondolas or "gundalows" which he built at Union bridge were the following: "SEA BOY," "EUREKA," and "RED ROVER."

We now come to the vessels whose builders have not been ascertained, neither do we know at what yards they were built; but it is certain they were all built in Scituate, Mass. There

was built here in 1786 the sch. "DIANA," 30 tons, of Cohasset; owners, Joseph Phillips and William Macomber, of Marshfield; also in 1786, the sch. "CENTURION," 47 tons, Samuel Clapp, owner, of Scituate. In 1787, the sch. "BETSEY," 51 tons, of Boston. In 1787, the sch. "DOLPHIN," 44 tons, "deep waist and a long quarter deck," of Boston, captured and condemned by the British in 1812. In 1787, the slp. "HANNAH," 40 tons, of Boston. In 1787, the sch. "FISH HAWK," 41½ tons, of Scituate; owned by Rowland Thomas, Calvin Litchfield and Calvin Jenkins, of Scituate. In 1787, the sch. "HOPE," 54 tons, owned by Anthony Waterman, Sr. and Jr., of Scituate; and also in 1787, the sch. "LUCY," 60 tons, of Duxbury; in 1811 foundered at sea. In 1788, the sch. "FRIENDSHIP," 49 tons; owned by George Morton, Joshua Otis, Jr., Samuel Simmons and Nathaniel Turner, Jr., of Scituate; afterward sold to Boston; also in 1788, the sch. "FAVORITE," 64 tons; owned by Consider and George Merritt, and Bryant Stevenson of Scituate; afterward sold to Sylvanus and David Snow, Jr., of Truro, David Snow, master. In 1789, the sch. "SEA FLOWER," 46 tons, of Boston. In 1789, the sch. "POLLY," 40 tons, owned by Samuel Arnold, Weymouth, innholder. In 1789 the Brig'tn "SWALLOW," 75 tons, of Boston; and also in 1789 the sch. "LUCY," 50 tons, of Duxbury. In 1790, the sch. "REVIVAL," 44 tons, owned by Caleb Prouty, Jr., Jesse Dunbar and Thomas Prouty, of Scituate; also in 1790 the sch. "BETSEY," 51 tons, owned by Matthew Pierce, James Merritt, and Luther Holbrook, of Scituate. In 1791, the sch. "REVIVAL," 44 tons; owned by Jesse Dunbar and Eli Curtis, of Scituate. There was also built on North River the whaling ship "WASHINGTON," of Nantucket, and under the command of Capt. George Bunker, was the *first to show an American Flag in a Spanish Pacific port*. The "Washington" went to Callao on the coast of Peru, and on the 4th of July, 1792, two months after the discovery of the Columbia River, by Gray, displayed the stars and stripes in that port.\* Lying there was an English whaling vessel and a French brig, both manned by Nantucket men, who assisted Capt. Bunker in his commemoration of the day. The following vessels were built at Scituate and registered at New Bedford: sch. "BETSEY," built at Scituate in 1803; bark "RUSSELL," in 1804; ship "HELENA," 1806; ship "MODOC," 1810; ship "WIL-

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\* See accounts of the "Columbia" and "Washington," in chapter on Briggs yard.

LIAM PENN," 1810; sch. "FOUR BROTHERS, 1818. The sch. "MOUNT HOPE," 65 tons, oak, copper and iron-fastened, was built in Scituate in 1827, rebuilt in 1850. Owned in 1865 by B. Clark, Rockland, Me.; Capt. J. Spaulding. The sch. "ANGEL," 71 tons, fisherman, was built in Scituate in 1830; owned in 1865 by Stephen Luce, Scituate; Capt. J. Luce. The sch. "JOS. ATKINS," 131 tons, of Provincetown, was built in Scituate in 1838. The brig "JOHN B. DODS," 160 tons, of Provincetown, was built in Scituate in 1840. The brig, formerly bark, "SAMUEL & THOMAS," 190 tons, was built in Scituate in 1841, of oak, iron, and copper fastened; whaler; owned in New Bedford in 1872 by D. B. Kempton. The brig "Samuel & Thomas" in 1841 was owned by Samuel Soper, of Provincetown, and was named after his sons. She was whaling in the Atlantic Ocean, where she continued until 1850, when she was sold to Mattapoisett to R. L. Barstow and went whaling to the Indian and Pacific Oceans, until 1863, when she was sold to David R. Kempton, New Bedford. In September, 1866, Thomas Parker, the third mate, was killed by falling from aloft. In 1867, Capt. Cromwell had the command of her, and in 1869 she was sold to Talcahuano, Chili, and continued whaling from that port. The sch. "PRESIDENT HARRISON," 65 tons, of Orleans, was built in Scituate in 1841. The sch. "AGNES," of 53 tons, was built in 1842, in Scituate. She drew nine feet, was of oak, iron, and copper fastened. In 1874 she belonged to Francis Culpepper, of the Barbadoes, and was sailing under the British flag, Capt. Peter Spencer. She was probably the old "*Talisman*." The sch. "CHATHAM," was built in Scituate in 1844, 65 tons, fisherman, owned in 1865 by J. G. Bowley, Provincetown, Capt. Latham. The sch. "ALEXANDER," 74 tons, oak, iron fastened, was built in Scituate in 1848; 60 feet long, flush deck; owned in 1863 by a Mr. Johnson, Provincetown, Capt. Snow. The bark "MARNIX," 225 tons, oak and pine, was built in Scituate in 1849, and was owned in 1861 by G. C. Crommelin, at Deventer, Capt. Wassenaar. The sch. "EMMA V.," 149 tons, was built in Scituate in 1852; owned in 1859 by B. P. Burk, and others, of Provincetown. Built of oak and locust, copper and iron fastened; trunk cabin; Capt. Cook. The bark "SALEM," 260 tons, was built in Scituate in 1854; owned in 1861 by Goodhue & Co., N. Y.; Capt. Conilard. We will close this chapter with some verses written probably fifty years ago by an old shipbuilder, descrip-

ive of two of Scituate's maidens who died many years ago, and whose relatives have long since followed them.

On Nichols place of ancient date  
Two maiden sisters live,  
Enjoying all the happiness,  
That hogs and cows can give.

Their father was a plain old man  
Who lived to need a staff,  
And lost his eye while toiling hard  
To help his better half.

But he is numbered with the dead,  
His wife has followed him,  
And all that he was worth he left  
In neat and wholesome trim.

These two young maids came in as heirs  
And settled on the farm,  
Well stocked with brutes of every kind  
And wood to keep them warm.

Now you must know some skill 'twould need  
To manage every part,  
And Nabby was the *sine qua non*  
To give it her whole heart.

But now methinks some one inquires  
How may this lady look ;  
What is her size and what her form,  
And is she a good cook ?

Well then to gratify their whims  
I'll tell her looks and life,  
In hopes that some will be inspired  
To choose her for a wife !

Her form is squabbish like the swine,  
She waddles like a duck,  
And when the mud is very deep  
She'll easily get stuck.

• • • • •

Her head a masterpiece in size,  
A good machine to bunt.  
Her hair she dresses gracefully,  
With cowlick right in front.

Her eyes like Cupid's glow with love  
And glisten like a cat,

And when she laughs, the little balls  
Seem nearly lost in fat.

Her flabby cheeks like jewels hang  
An inch below her chin,  
Her mouth most delicately looks  
When she attempts to grin.

But O! ye wise ones who have toiled  
With care and anxious doubt  
Perpetual motion to invent,  
Lo! we have found it out.

'Tis Nabby's tongue that never tires  
But clatters all the day,  
And gabbles worse than cackling hens  
Impatient at delay.

\* \* \* \* \*

Her mode of life comports full well  
With one whose fate has been,  
To live in "single blessedness"  
Amidst so many men.

\* \* \* \* \*

With taste refined she milks the cow  
With care she feeds her sheep,  
And stuffs her pig with sour milk  
Till it can scarcely creep.

For instance, when she milks her cow  
She sometimes ties her tail,  
The cow as often lifts her foot  
And sets it in the pail.

Now neatness says, turn out the milk,  
But Nabby says not so;  
"The more good things the richer cream,  
And I will let it go."

But still she does all she can do,  
Of course she's not to blame  
For heavy snows sometimes block up  
This ever active dame.

When summer comes 'tis worth one's while  
Her dairy to behold,  
Weil lined with cheese of goodly size,  
And butter fine as gold.

\* \* \* \* \*

But if her head should yield a hair  
Of most prodigious length,  
Nobly she toils to work it in,  
Employing all her strength.

That she excels in making cheese  
Believe no one denies,  
Though all who eat them will confess  
They once were friends to flies.

How she can cook, is still unknown  
Where judgment is required,  
But for old Indian Johnny Cake  
She truly is admired.

\* \* \* \* \*

Her hand has eagerly been sought  
By many lovesick swains,  
But like a heroine she has  
Dismissed them for their pains.

\* \* \* \* \*

But all coquets soon run their race  
And often get repaid,  
So Nabby will give up the ghost  
A poor forlorn old maid.

Sometimes she muses on her state  
And envies married dames,  
Then ! then ! O, Cupid how she sighs !  
To marry old John ———

Now let me for a moment leave  
This interesting one,  
And take a view of Cynthia's life  
To see what she has done.

For scenes of humor, mirth and glee  
She never was renowned,  
But in the sentimental parts  
No doubt she does abound.

Of labor she but little does,  
But lives in ease and peace ;  
While Nabby sweats and scrubs and works,  
Their income to increase.

\* \* \* \* \*

Some years ago a new complaint  
Deprived her of her wits,

Made all her friends with horror stare,  
While she went into fits.

The cause of this affliction sore  
With truth she could not tell,  
But thought that in her stomach lay  
This new-invented hell.

Instantly she goes right to work  
To find if aught can cure,  
And finally alights on what  
She feels convinced is sure.

And what my friend do you suppose  
This panacea like?  
Why nothing more than drawing smoke  
Through a tobacco pipe.

• • • • •

She fills the bowl up to the brim  
With Cavendish's best,  
At every meal she takes a whiff  
With most delicious zest

• • • • •

But it performed a glorious cure,  
Her fits entirely ceased,  
And from that time it must be told  
Her laziness increased

Religion now is all the go,  
Religion is her cry,  
Religion while she lives, and for  
Religion she will die.

• • • • •

Many creeds of different kinds  
In turn she has embraced,  
But none save one could bind her fast,  
On this her hopes are placed.

This is the creed which Calvin taught  
This is the faith he hailed,  
It is the genuine Orthodox  
Which she so lately railed.

• • • • •

With philanthropic zeal she tries  
To warm her sister's heart;

To make her seek Religion now,  
And choose that better part.

Sometimes indeed poor Nabby weeps  
At what she does not know,  
Though she'll confess that something makes  
Her feel all over so.

• • • • •

Here then behold these matchless maids  
Of forty years and more ;  
Of lovely form and noble size,  
Whom all that see adore.

A single life they've always led  
Against their hearts desire ;  
And now with panting bosoms wait  
For all who may aspire.

Why stand ye back ye single men  
When such bright hopes arise?  
Come choose a partner now for life,  
The idol of all eyes.



## CHAPTER XIX.

### WHITE'S FERRY YARDS. — 1705-1840.

SIMEON KEENE, SIMEON KEENE, JR., BENJAMIN KEENE, ISAAO KEENE, LUKE HALL, WILLIAM HALL, SAMUEL HALL.

THE Keenes and the Halls built at these yards for many years, but they were probably occupied nearly a hundred years prior to their time. As early as 1705 we find there was built in Marshfield the sloop "MARY & ABIGAIL," 40 tons; owners, Bethia Little, widow, of Boston, Isaac Little, of Marshfield, and John Henshaw, of Boston. In 1711, the ship "TAUNTON MERCHANT," 70 tons, was built at Marshfield; owners, James Cooks, of Cullumstock, James Norman, John Blake, Samuel Lucas, and John Southerton, of Taunton, Richard Southerton of Wallington, and Joshua Norman, of Tops-ham; and in 1713 the sloop "BLOSSOM," 30 tons, was built at Marshfield, Joseph Flood, of Boston, owner. The above vessels were undoubtedly built on these yards, as the next oldest yard in Marshfield was at Gravelly Beach. The next vessels built here of which any account has been found were those built by Simeon Keene, and later by his sons Simeon and Benjamin. Isaac Keene was also interested in a few. Benjamin was captain of a North River packet boat about 1820. The following is the genealogy of the ship-building branch of the Keene family :

Josiah Keene mar. Hannah, dau. of John Dingley, and had one child, John, b. 1667. *Simeon Keene*, the shipwright, was b. Sept. 30, 1725, and d. "of a Saturday, July the 17th day of the month, 1790." He mar. in 1751 Lydia Stevens, who was b. July 19, 1728. They had children: 1. Lucy, b. Nov. 18, 1752; mar. Oliver Porter 1773. 2. Nathanael, b. Aug. 8,

1754; 3. Ruth, b. July 31, 1756; mar. Peabody Little, and d. 1781. 4. Lydia, b. April 28, 1758. 5. Simeon, b. Nov. 26, 1761; mar. Christina Joyce. 6. Stevens, b. June 24, 1764. 7. Deborah, b. July 30, 1766. 8. Benjamin, b. Mar. 29, 1769. 9. William, b. July 11, 1771, d. Sept. 11, 1792. Five of Simeon's (the ship-builder's) children survived him, they were Lydia, Simeon, Stevens, Benjamin and William. Benjamin succeeded to the yard, and carried on the business of ship-building there. Barstow Carver, father of Hatch Carver, worked for him at one time. Benjamin Keene was a man of some property, very stern and arbitrary, and did not desire too many friends. He married Susanna Church, and had children: 1. Benjamin, now deceased. 2. Cornelius, who d. in Nov. 1888, in his 89th year. 3. Nathaniel, who resides in Marshfield. 4. Martin, who d. April 17, 1864, aged 49 years. 5. William, who left a numerous family in Hartford, Conn. 6. George R., now living in Abington, where he has a family. 7. Lydia, deceased. 8. Almira, who d. in March, 1884, aged 80 years. 9. Harriet, now living in Marshfield, and 10. Susan, deceased. MARTIN mar. and lived on Decatur St., Charlestown, during the latter part of his life, and was employed on the Charlestown Navy Yard. He left two sons and one dau. One son is mar. and resides in Weymouth, Mass., where he has two children, Mabel E. and Lillian F. The other son, Charles W. Keene, is unmarried and resides at Sea View Village, Marshfield, Mass. Ada, the dau. married a Mr. Reinhardt. She d. Nov. 11, 1876, aged 22 years, leaving one child, Ada K.

Keene's yard was located on the Capt. Day place, where the Hall's afterward built. On this farm there is a well of fresh water that ebbs and flows with the tide. *Simeon Keene* built in 1787 the sch. "NEPTUNE," 64 tons, owned by Simeon Keene, Sr. and Jr., Marshfield; and in 1789 the slp. "INDUSTRY," 60 tons; owned by Joseph and Elisha Phillips, William Macomber, Joshua Vinal and Simeon Keene, Marshfield. He also built the following vessels: In 1793, the brig "DOLPHIN," 122 tons, of Boston; in 1794, the ship "SUPERB," 335 tons, of Boston; in 1795 the brig "DESPATCH," 139 tons, of Portsmouth. The ship "COLUMBIAN PACKET," 220 tons, of Marshfield, built in 1802, Joseph Hunt, Adam Fish and Chandler Sampson, of Marshfield, owners, was probably built by the Keene family.

*Benja Keen*

built in 1805 the sch. "SATURN," 107 tons, owned by Benjamin and Isaac Keene, and Samuel Baker, of Marshfield; and in 1818 the sch. "EOS," 85 tons, of Boston, sold at the Sandwich Islands, January 25, A. D., 1820. The Keenes built many other vessels here, but no record has been found by which they may be identified. The only other vessel of which we have positive proof of having been built by the Keenes is the sloop "NORTH RIVER PACKET," 38 tons, built in 1820. She was owned by Benjamin and Isaac Keene, Jr., Alden Briggs, Pembroke, Benjamin Hatch, Daniel Phillips, David Church, Nathaniel Pratt, Luther Little, Danforth Hall, John Bourne, Jr., of Marshfield. She was afterward sold to Boston, and owned in 1839 by John Belcher, of Boston, and Benjamin Bramhall, of Quincy. This was doubtless the last vessel built by the Keenes. Between 1820 and 1825 no record has been found of vessels having been built here. In the absence of the five years history of these yards, a few old and interesting items, and one or two anecdotes, will be inserted. In the *Boston Gazette and Country Journal* of Dec. 13, 1773, is recorded the death of a Marshfield man, as follows:

"Last Friday evening being very dark and rainy, Mr. Ezekiel Kent, of Fox Islands, formerly of Marshfield, having been on board a sloop lying at Minot's T, to see an acquaintance, about six o'clock, was returning to the vessel to which he belonged, but unfortunately fell from the T and was drowned. He was 27 years of age, and a man well respected."

A most remarkable story is related in the *Massachusetts Spy* for the week of August 18th to 21st, 1770:

"Last Tuesday a whale about forty feet in length was discovered by a small fishing schooner off Marshfield, which was then attacked by three large sharks, one of whom the fishermen killed. It measured sixteen feet long, and upon opening it they took out of its paunch as many pieces of the whale as would make a barrel of oil, and it was thought the liver of the shark would make two or three barrels more. The whale was so wounded and worried by the sharks that it became an easy prize for the fishermen, who carried it into Marshfield."

It will be seen that the men of Marshfield were alive to the whaling interest at that early date, and the above-mentioned whale probably furnished all the oil they burned during their short evenings for many a night. In two old papers there are related accounts of two very large families which are considered interesting enough to record here. One is taken from *The Boston Evening Post*, of April 20, 1767:

"About a month since was born at Gen. Winslow's farm, a daughter of John Fullerton, whose age is 73 years, his wife's 47, the child being his seventeenth. He has had two daughters that are grandmothers, the one has had two grandchildren, and the other three; the last mentioned was present at the birth of her sister. Mr. Fullerton has had fifty grand and great-grandchildren, forty of which are now living."

The account of the other family appears in a paper seven years earlier, as follows, from *The Boston Gazette and Country Journal*, Monday, October 20, 1760 :

"We hear from Marshfield in the County of Plymouth, that on the 2nd, inst., died there Mr. William Carver, aged 102 years, who retained his reason to the last. He was brother's son to the ancient Gov. Carver of the Plymouth Colony, and has left behind him the fifth generation of male issue in all, children, grandchildren, great-grandchildren and great-great-grandchildren, ninety-six."

In the same paper of a later date, (Monday, April 12, 1762), is the following :

"We hear that the body of William Preston, of Dorchester, was taken up at Marshfield on Saturday, the 3rd, and decently interred there. He was drowned in September last, as we then gave an account, going home in a canoe from Castle William, where he had been to receive some money, the most of which was found loose in his pockets when taken up."

There is a very aged man now living in Marshfield whose ancestors lived at White's ferry. This man is Benjamin White, who, at the time of writing, is probably the oldest man in Marshfield. He is a lineal descendant of Peregrin White, the first white child born in New England, and was himself born in Hanover, Aug. 27, 1795. Mr. Cornelius White, great grandfather of Benjamin, lived at White's ferry. He was a shipbuilder, and a man of considerable means in his day. He owned the ferry boat at one time, it is said. He had a son Benjamin, a wilful lad, who fell in love with Miss Hannah Decrow, a young lady of powerful build and great beauty, but who was not considered good enough for the son of an opulent shipbuilder and ferryman. This young Ben., appears to have been a favorite with his father, and was threatened banishment if he persisted in his attentions to Miss Decrow. The young man married her, and, it is said that true to his word, his father banished him to Hanover. This was about 1743, when Mr. White, Sr., purchased of Jeremiah and Walter Hatch many hundred acres of heavy timbered land on what is now Centre St., the old habitation being on the spot now owned by Frank Fish. Mr. White, Sr., gave him this valuable tract of territory, started him in housekeeping in great style for those

days, and gave him also a horse, two cows, a yoke of oxen, and a gundalow, which he kept at North River bridge. Mr. White, Jr., cut and carted his valuable ship-timber to North River bridge, loaded it aboard his "gundalow," and freighted it down to his father's yard at the ferry. Mrs. White was a resolute, God-fearing woman, and, in opposition to her more worldly companion, she was bound to have her children baptized in the true faith, as we find by the church records of Rev. Benjamin Bass, dated Sept. 7, 1754, "were baptized four children of Benjamin White, (his wife owning the covenant), Penniah, Robert, Hannah and Benjamin, (the father's name), who was not considered in the baptism of the children." Benjamin, Sr., died Feb. 10, 1786, aged 65, and his wife (Miss Decrow) March 22, 1814, aged 94. Her son Benjamin grew to man's estate and married Miss Mary Chamberlin, of East Bridgewater, in 1780, and died in Hanover July 12, 1839, aged 88, and his widow March 27, 1841, aged 86. The present Benjamin, son of the above, inherited the estate of his parents, and lived there with his wife (Miss Mary Hall, of Marshfield) and family, until 1847, when he sold all his possessions in Hanover, and moved to Gravelly Beach in Marshfield. He has a son Benjamin F. now living in North Pembroke. John Tower related an anecdote in the *North River Pioneer* some years ago about "Uncle Josh" Stetson, of Hanover, on mowing, as follows :

"Wal," said Uncle Josh, "I should raly like to see one young man more that knowed how to mow. Nobody seems to know anything about how to swing a scythe nowadays, and you can't find one man between here and Pembroke meeting house but what will tangle down more grass than his neck is wuth. I tried most everybody I could think of, and finally got a chap to help, but bless ye, he'd lop in and lop out, and 'twas more work by half to go over after him than 'twas to do the whole myself."

"We thought that you never wanted any one to help you mow," we suggested.

"Wal, I don't; but I 'spose a man has a right to be sick once in a while, ain't he? When I lived down to the old place they called me the best mower on the river, and I'd beat everybody on Sitewate side, and one morning when I was down side of the river fishing for parch, who should I see coming across the medder on t'other side, but old Marmaduke McDonnellson. Says he 'Josh, I've got a boy ter hum that will mow round ye four times in half a day.' 'Fetch him down here,' says I, 'and we'll see.' 'Do ye mean it?' says he. 'Sartain,' says I, and he started for home arter the boy. While he was gone, (he lived way up in the south end of the "two-mile,") I started for home arter grandsir's scythe, and got back agin down to the river afore Mc. got along with his boy. Pretty soon I see him coming with his son Sam. 'Wal, Josh,' he said, 'where ye goin' to mow?' 'Begin right where ye stand and go down river,' says I, 'and

the one that gets to White's ferry fust is the best feller.' That made old Mo. look rather blue, and he said, 'Sam, I'll go home and get the old horse and wagon and a load of provisions and foller along down. Ye'll get mighty hungry fore ye get to White's ferry.' Wal, we struck in, and the way we made the grass fall was a caution. Grandsir went up on the hill and watched, but he told me arterwards that he couldn't see nothing but a winrow of grass flying in the air, and going at the rate of ten miles an hour."

"How did you get across Stony brook?" we inquired.

"Never noticed the brook at all, mowed right across it down past Little's bridge and Will's Island, swam across the river to the ferry, and struck in on t'other side, and in less than two hours I met Sam just pulling himself out of Fulling mill creek."

"That must have made about eighteen miles," we remarked.

"Wal, yes. Always mowed nine miles an hour, could mow ten if I let out a link."

We left "Uncle Josh" sharpening his scythe for a second crop.

But now let us return to the history of the shipbuilding at White's Ferry. The Halls first occupied this yard in 1825. They commenced building near the mouth of the river but later moved up to the Capt. John Day place, where they had two yards, and sometimes two and three vessels on the stocks at one time.

Luke, William and Samuel were descendants of Adam Hall, of trans-atlantic birth, who came to Marshfield early in the last century and mar. in 1725, Sarah Sherman, a grand-daughter of Peregrin White, and settled in Marshfield. She died Aug. 7, 1768, aged 67; they had children: 1. William, b. Jan. 11, 1726; 2. Thomas, b. July 17, 1728; 3. Adam, b. Oct. 21, 1729; 4. Joseph, b. Nov. 6, 1733; 5. Sarah, b. Sept. 18, 1735; 6. Jesse, b. Sept. 27, 1737; 7. Mercy, b. Sept. 12, 1739; 8. Levi, b. Oct. 25, 1744.

Adam Hall, 2d, mar. in 1752, Kezia, dau. of Samuel and Sarah Sarah Rogers Ford; their children were: 1. Adam, b. Jan. 27, 1757; 2. Mercy, b. Sept. 7, 1759, mar. Andrew Keen, April 2, 1795; 3. Susanna, b. Nov. 8, 1761, died unmarried; 4. Kezia, b. Dec. 30, 1764, mar. Proctor Sampson; 5. Luke, b. April 20, 1767, father of the shipbuilders, mar. in 1793, Anne, dau. of Barnard and Experience Tuels. He died on Staten Island, June 28, 1815, aged 48 years; 6. Samuel, b. Aug. 3, 1770, d. 1806. He was Captain of the North River Packet "Dolphin;" 7. William, b. Aug. 28, 1774; and 8. Jesse. Of

the other members of the Hall family, Luke Hall mar. Jane Hatch of Scituate, April 26, 1763, and had children: 1. Sarah, b. June 30, 1764, mar. Isaac Porter, 1785; 2. Hervey, b. March 12, 1774.

Of another branch, Joseph Hall, mar. Susanna ———, and had children: 1. Joseph, b. July 21, 1775; 2. Sarah, b. Feb. 13, 1777; 3. Rachel, b. Sept. 29, 1778; 4. Deborah, b. Jan. 20, 1781; 5. Peleg, b. Nov. 16, 1782; 6. John, b. May 14, 1785; 7. Martin, b. Aug. 15, 1787; 8. Luther, b. Aug. 5, 1789; 9. Isaac Randall, b. Nov. 14, 1791.

Of still another branch, John Hall mar. Deborah ———, and had children: 1. Abigail, b. Dec. 4, 1739; 2. Rhoda, b. March 27, 1741; 3. Lydia, b. March 30, 1743; 4. Lemuel, b. July 15, 1747.

The only other branches of which we have records, were Katharine Hall, who mar. Joshua Bramhall of Hingham, 1747, John Hall, Jr., who mar. Zilpha Crooker, 1746, and had children: 1. Lemuel, b. July 15, 1747; 2. Deborah, b. Dec. 23, 1748; 3. John, b. Oct. 15, 1750; 4. Francis, b. April 15, 1752; 5. Martin, b. March 1, 1754, 6. Luther, b. Sept. 14, 1755; 7. Calvin, b. Nov. 4, 1758.

Luke, William and Samuel were sons of Luke and Anna Tuels Hall; they built in Marshfield together from 1825 to 1828, when Samuel, who was then about 28 years of age (being b. April 23, 1800) left the firm. He served his apprenticeship at Dea. Elijah Barstow's in Hanover. Luke and William continued in business together until 1837, from which time until 1840, Luke built alone. The sch. "DRAY," was built by the Halls at the Ferry. In 1825, they built the sch. "DANIEL," 72 tons, of Marshfield; owners, Caleb Prouty, Jr., Scituate, Jabez Hatch, Daniel Phillips, Luke, William and Samuel Hall of Marshfield, and the same year, 1825, the sch. "TRITON," 75 tons of Duxbury, of which Samuel Hall was master carpenter. The same year the brig "SMYRNA," 162 tons, of Boston, was built in Marshfield, probably at this yard. In 1827, the brig "WAV-ERLY," 232 tons, was built by Samuel Hall and sold to Plymouth and afterward to Salem. This was the last of Samuel Hall's building in Marshfield. To go back to his early life, when he had attained his majority, he left Barstow's Yard in Hanover, and with twenty-five cents in his pocket and a broad-axe on his shoulder he went to Medford and from there to

Camden, Me., from which latter place he returned to Marshfield. From Marshfield he went to Duxbury and built for Ezra Weston, with Henry Taylor as foreman. In 1837-8, he built on his own account in Duxbury, and in 1839, removed to East Boston. In April, 1839, he commenced the work of preparing a ship-yard about where the end of Maverick street is now. The first vessel ever built in East Boston was in 1834, so he can be called one of the pioneers there. In 1839, he built his first ship there, the "Akbor;" from then until 1860, he built 110 vessels, some of them the largest, fastest and best ships that ever "skimmed the seas." Among the largest were the "Game Cock," in 1851, of 1392 tons, the "Oriental" in 1854, of 1654 tons, the "Wizard," 1853, of 1600 tons, and the "Highlander," in 1858, of 1049 tons. While in East Boston, Samuel Hall became interested in much beside shipbuilding. In 1847 he was president of the Dry Dock Company; he was president of the East Boston Ferry Company from the time of its organization in 1852, until it was bought by the city; he was president of the Maverick National Bank, (now located in Boston) from its incorporation until his death, which occurred Nov. 13, 1870. He mar. first, Christiana Kent, no children; 2nd Huldah B. Sherman, by whom he had children: 1. Huldah, died in infancy; 2. Samuel, b. 1833, mar. Harriet A. Lovejoy; 3. Walter Scott, mar. Mary Gregory; 4. Marcia, b. 1836, mar. George W. Emery, late Governor of Utah; 5. Anna Tuels, died young; 6. Huldah Augusta, died young; 7. Amanda White, died young; 8. Hattie G., b. 1853, mar. William A. Rogers.

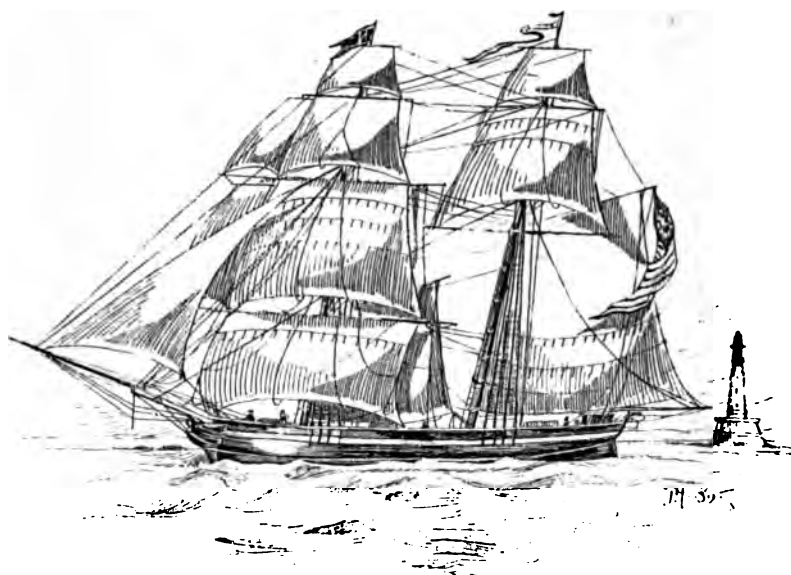
Few of the old ship-carpenters of North River are now living, but there is one residing in Marshfield who worked for the Halls from the time they began building; this is Hatch Carver. Among the Marshfield ship-carpenters we find the descendants of many of the most noted men in the colony, but none perhaps more noted than Carver, the first Governor of the infant settlement in Plymouth in 1620. Hatch Carver, b. 1812, a lineal descendant of the Governor is now living near Roger's Hill. He was the son of Barstow Carver and Lucy Hatch Carver, and nephew of Luke Hall. He mar. Roxanna T. Sylvester, of Marshfield, afterward of Quincy. He first went to Quincy intending to learn the trade of blacksmithing of his father-in-law, but getting dissatisfied he returned to Marshfield and went to work for Luke Hall on the shipyard at the Ferry. After working for Mr. Hall for a time he went to New York city, and worked



at his trade on East River nine years, when he again returned to his old home and worked in the shipyard and taking vessels down the river. He worked for Luke, William and Samuel Hall, building mostly packets to run on the river and small schooners, as the sch. "Daniel" and the slp. "Susan." About 1830, the Halls commenced building for Ezra Weston of Duxbury, and a vessel for Russell of the Plymouth Iron Co.; also several barks for a Commercial Wharf Company, and many for the Cape. Mr. Carver appears now to be taking life easy in apparently comfortable circumstances, with all his family settled around him. In his younger days he was something of a sportsman, and some thirty to forty years ago, he in company with Amos W. Cross, of Boston, a noted hunter, for nine years made annual trips into the wilderness of Maine hunting moose, bear and deer, which were at that time very common in many parts of the state. Mr. Carver claims to have killed the largest deer, (four hundred pounds) ever known to be captured in that region, it had fat two inches thick on the ribs, the antlers, of unusual size, are still owned by Mr. Carver, and show the mark of the first bullet, which missed. Mr. Carver has enjoyed perfect health all his days and has good prospects of exceeding his four score years.

After Samuel Hall retired from the firm, Luke and William continued shipbuilding here. They have numerous descendants living in Boston, East Boston, Quincy, Newtonville, Hingham and elsewhere. Luke and William built in 1828 the brig, afterwards bark, "NEWTON," 283 tons, of Boston. Jesse Dunbar, Sr. and Jr., of Scituate and others, owners; in 1838, she was owned in New Bedford, and used whaling in the Pacific Ocean. In 1843 the crew mutinied and a new crew was shipped at Oahu, H. I.; in Dec., 1844, Capt. Sawyer died at San Diego, Cal.; in 1854 she sent home from the Northern Pacific, 140 bbls. of sperm and 600 bbls. of whale oil and 16200 lbs. of bone. She was lost in the Ochotsk sea in 1857, being stove by the ice. In 1829, the brig "FLORA," 151 tons, of Boston, was built in Marshfield, probably by the Halls. They built in 1830 the brig "GEM," 162 tons, of Boston; in 1841, she was sold and used whaling in the Atlantic. In 1851, she returned leaking after starting on a new voyage, making 8000 strokes per hour; she was withdrawn from whaling in 1855. The "Gem" was at one time owned in Salem and used in the African trade. The Halls built, in 1831, the slp. "LEADER," 42 tons, a North River packet; owned by Luther





BRIG "NORFOLK," 135 TONS.  
Built by the Halls, in 1833, at the Ferry.

Rogers, Sr. and Jr., Stephen and Moses Rogers, Proctor Bourne, Jabez and Benjamin Hatch, Christopher Oakman, Jonathan Stetson, Wales Rogers, Luke and Wm. Hall of Marshfield, Ephraim Randall, Horace Collamore of Pembroke, Thos. Waterman, Joseph S. Bates, Elijah Burstow, Jr., Jos. Eels, Haviland Torrey, Reuben and Geo. Curtis, and Tilden Crooker, of Hanover; and the same year, 1831, they built the brig "FAIRY," 185 tons, of Boston, of which Luke Hall was master carpenter. She was afterward sold to Provincetown and used whaling. The Halls built, in 1832, the brig "ECHIO," 197 tons, of Boston; Luke Hall, master carpenter. The brig "NORFOLK," 135 tons, was built by Luke and William Hall, in the spring of 1833, and was sailed by Capt. Reuben Matthews in the Norfolk, Va., and Boston trade, about 1837. Capt. F. M. Boggs commanded her at one time, and while under the command of these two captains she was also in the St. John trade, bringing plaster and fish from St. John, and taking merchandise back, and she went one trip to the West Indies. Soon after 1837, Capt. Reuben Matthews commanded her in the Philadelphia, St. John and Halifax trade. In October, 1844, she left Philadelphia under Capt. Matthews bound to Port Spain, Island of Trinidad, with a cargo of bread stuffs, &c., and never was heard from after leaving the Delaware. To Capt. Richard Matthew and Capt. F. M. Boggs, the writer is indebted for much valuable information concerning some of the above vessels. Many have been the pleasant chats with Capt. Boggs at his office, 47 So. Market street, Boston, where hangs a crayon picture of the brig "Norfolk." Several who have contributed valuable facts to this book have passed away during the last year. It is to be regretted that Capt. Boggs is of the number. He died Jan. 19, 1889, honored and esteemed by hundreds of friends. He was a man of marked energy, a thorough seaman and an able commander. Born in New York, 78 years ago, he was taken, while still an infant, to Nantucket, and there left to his own resources at an early age, his father perishing at sea, and his mother dying before he was beyond boyhood. At the age of ten he sought his fortune on the sea as cook on a Bermuda bound sloop. Through the various grades from cabin boy he pushed his way pluckily, till at the age of twenty-six he became a master. He was then running in the old packet line between Boston and Philadelphia, and afterward took command of the steamers on the same route. Between these commands, however, he was in business in Philadelphia, and was post-

master at Waquoit, Mass. He was at one time partner with John M. Kennedy & Co. Capt. Boggs took great interest in the Boston Marine Society, serving as one of its trustees. He left a widow and three children.

*William and Luke Hall* built the fishing schooner "DANIEL WEBSTER." In 1833 they built two vessels, the brig "DOVER," and the schooner "DOVER." The schooner "Dover" was of 87 tons, and owned by Luke Hall, the master carpenter, William Hall, Elijah Ames and Jabez Hatch, Marshfield. The brig "Dover" was of 166 tons and owned at Boston, by Luke and William Hall of Marshfield. In 1834, the Halls built three vessels. The first was a North River Packet of 36 tons, which had 24 owners as follows: The slp. "SUSAN," 36 tons, built by Luke and William Hall and owned by them and Proctor Bourne, Jabez Hatch, Israel Carver, Jonathan Stetson, Benjamin and Emmons Hatch, Asa F. Curtis, Amos Sherman, Nath. Bonney, James Hall and Henry Clapp, of Marshfield, Aurora W. Oldham, Horace Colhamore, John Holmes, Calvin Shepard, George Curtis, Ephraim Randall, Ezra Hatch and Alden Briggs, of Pembroke, Samuel Foster, Elijah Cudworth and Joseph Clapp, of Scituate. Smith Kent worked on the "Susan" in 1833. Mr. Kent remembers that in one year about this time 26 vessels came down river that were built on the yards above. The Halls' second vessel this year, 1834, was the sch., afterward brig, "DEPOSIT," 125 tons, of Boston; owners, Luke and William Hall, Ephraim Randall, Benjamin and Jabez Hatch of Marshfield, afterward sold to a Mr. Kent, and commanded in 1839 by Capt. Howes in the West India trade; sold later to Mr. Upton of Salem, and run to Para. She would sail like a witch. The last vessel built by the Halls this year was the sch. "UNCLE SAM," 118 tons, of Boston, built in 1834, Luke Hall, master carpenter. The brig "ESTHER," 135 tons, was built at Marshfield, in 1835, by William and Luke Hall, and owned by Fabens of Boston; she was lost in a gale off Cape Cod about 1852. The Halls built in 1836, the sch. "PLANET," 98 tons, of Scituate; owners, Asa Curtis, Seth Webb and Elijah Jenkins, Jr., Scituate, Luke and William Hall, of Marshfield. She was afterward sold to Newport, from which port she sailed and was never heard of after. The sch. "GRAND ISLAND," 106 tons, was built in Marshfield in 1835-36 of oak; was repaired in 1852 and owned in 1861 by Kebbin and others, Newburyport, Capt. Reed; and in 1874 by William McIntyre of Camden, Me.

About this time William Hall went to Hingham and *Luke Hall* continued building here, and in 1837, built the sch. "WILLIAM HENRY," 110 tons, of Provincetown. Also in 1837, the bark "PILOT," 199 tons, of Boston, and probably the sch. "JAMES FRANCIS," 101 tons of Provincetown, which was built in Marshfield, in 1837, and in 1838, the sch. "JOSHUA BROWN," 112 tons of Provincetown, from which port she was whaling in 1845. In 1838, was built here the sch. "DANIEL FRANCIS," 113 tons, of Provincetown; also in 1839, the brig "PHOENIX," 150 tons, of Provincetown. The sch. "ROVER" was built at the Ferry for Asa Curtis, who afterward sold her. Tucker in his "Maritime Geography," 1815, says "Americans excel in shipbuilding and new ships form a considerable part of their export trade." In 1839, was built at this yard the only steamboat ever built on North River. She was named for a powerful tribe of Indians, whose camping ground was on the Scituate bank of North River, extending from the Block House Yard to Union Bridge. This was the steamboat "*Mattakees*," sometimes called in her registers "MATTAKEESETT," 21 tons, built in 1839 by Luko Hall, and owned by him and Moses F. Rogers, Proctor Bourne, Jabez Hatch, Azel Ames, and Israel Carver of Marshfield, Horace Collamore, Ephraim Randall, John Holmes, of Pembroke and George Curtis, of Hanover. This was virtually a company that formed to build her. Her length was 49 feet, breadth 14 feet, depth 3 feet, and round stern. She was built with the intention of using her to tow out new vessels and also packets up and down the river, there being then three packets running on the river, but they had to use too short a tow line, or rather the river was too crooked to permit the use of a proper tow line. She was in the ice nearly opposite or a little below Till Rock all one winter. After she proved herself a failure on the river, she was taken to Boston and sold where she was used for towing scows, &c. She was employed for a time prior to her sale towing scows loaded with iron to the anchor works in Hanover, and doing some freighting business on the river. While on the river, Byron Simmons, George Harvey and a Mr. Hewitt went on her at different times. After she was sold she was enlarged to 43 tons, and in 1846 was owned by Cephas Brackett of Boston. She was rebuilt in 1849, but what finally became of her does not appear. The last vessel built here is said to have been the sch. "ORLEANS" of Orleans, 100 tons, used fishing in the summer and coasting in the winter, carrying

grain, etc., in the North Carolina trade. A stone appropriately cut should be erected on the site of these yards before the location is lost, and we hope some public spirited citizen, or descendant of the shipbuilders, will before it is too late, permanently mark the spot where so many vessels were built.

## CHAPTER XX.

### SCITUATE HARBOR YARDS. 1650-1864.

WILLIAM JAMES, JOHN KENT, JOB OTIS, JOHN NORTHEY, WILLIAM VINAL, SAMUEL KENT, ANTHONY WATERMAN, OTIS BRIGGS, JAMES SYLVESTER BRIGGS, BARNABAS WEBB BRIGGS, J. O. CURTIS, WILLIAM VINAL, JR., HENRY VINAL, WILLIAM BRIGGS, & CO., MELZAR S. TURNER, LUTHER BRIGGS, EDWIN OTIS, ANDREW COLE.

SHIP building was probably first carried on at the Harbor by *William James*. Deane says he probably came from Marshfield as early as 1650, but he did not settle at the Harbor until 1673. He may have built here as early as 1650, but no proof has been found by the author of his having built any vessels before settling at the Harbor. He dug a dock and located his yard at the head of it, where Dunbar's wharf has since been built. The dock is still known as "WILL JAMES' DOCK." He left no descendants of record; his house was where "Young's Tavern" afterward stood. The first white settlers were using heavy timber at an early date, as the following verdict shows:

"1673. Verdict that Experience Litchfield came by his death in attempting to carry a heavy stick of timber on board a boat at Rhodolphus Eellme's landing place at Hoop-pole neck, his feet slipping up and he falling on a plank and the timber on his head, he dying at his father's house the same day."

Hoop-pole neck was near Great neck, north of the Harbor toward the Glades. The first drowning accident recorded as happening at the Harbor was in 1676:

"Joseph Ellis at Scituate with John Vaughan and Daniel Hicks, Jr., going into the water at the Harbor to swim, said Joseph Ellis



was drowned. Jury's verdict that the water in the said Harbor was the sole cause of his death."

The first mill in town was a wind-mill on the northeast part of the 3d cliff, erected by William Gilson in 1636. The first tide mill at the Harbor was built by John Stetson, who in 1730 purchased the Wanton Estate in Scituate. It does not seem out of place to record here the death of two daughters of a minister long settled in this town, pastor of the First church.\* The first taken from the *Postscript to Boston Evening Post*, Jan. 15, 1759:

"Death, on the 9th of this inst. died, & on the 11th was decently interred, Mrs. Bathsheba Emmes, wife of Mr. Sam'l Emmes, of this town, & youngest daughter of the Rev. Mr. Shearjashub Bourn, of Scituate, in the 29th year of her age. As she served God from her early youth, & lived a virtuous life, so she had the comfort of it when drawing near to death."

And the second taken from *Boston Evening Post*, Feb. 11, 1760:

"At Scituate, the 28th of January, died with Christian resignation, Mrs. Desire Bailey, wife of Mr. Benjamin Bailey and daughter of the Rev. Mr. Shearjashub Bourn, of that town, Æt. 31."

The fisheries were an early source of income to the inhabitants of the Harbor village. In 1680, Cornet Robert Stetson, of Scituate, and Nathaniel Thomas, of Marshfield, hired the Cape Fishery for bass and mackerel. In 1770 over 30 vessels were fitted out from Scituate. In 1828 over 15,000 barrels of mackerel were taken by Scituate vessels. In 1830 thirty-five vessels were fitted out from the Harbor for mackerel fishing in the summer and were employed during the winter in the lumber and grain coasting trade. Deane says that in 1830 there were "two regular packets from the Harbor carrying on an almost daily intercourse with Boston." Charles T. Torrey,† the martyr, in his book entitled "Home, or the Pilgrim's Faith Revived," written during his incarceration in Baltimore jail, says:

"The Eastern border, for some twelve miles rests on the seashore. It is a long, rocky beach on which the surges never cease to beat, which has been the last sand touched by many a shipwrecked sailor,

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\* See Wanton Yard Chapter.

† See chapter Scituate Miscellaneous.

and is interrupted by several high hills or cliffs. In some past century these cliffs were long promontories jutting out into the ocean waves. Storm after storm has beat upon them and now more than two-thirds of their soil has fallen and been washed away. Twenty years ago I remember riding on firm soil at a safe distance from the then peaceful brink of one of the cliffs, more than a hundred feet beyond the present reach of the fierce waves. And the huge rocks that once dotted the top, now help to break the power of the waters, far out from the shore. These cliffs in 1622 were covered with the cornfields of the Indians. At the foot of them stood their wigwams. Near by, stands the old mansion, or its successor, built on the soil they gave the friendly Christian Tanner. Between another and a rocky headland, is our little tide harbor, giving shelter to our fishing craft and a few vessels engaged in the coasting trade."

The early papers record many of these shipwrecks and besides the following, many are recorded under other chapters. From the *Boston Evening Post*, Feb. 1, 1768 :

"Last Thursday night the sloop, 'Egmont,' Wm. Wilson, master, from the Island of St. John's, bound to this place, was cast away at Scituate; the vessel lost but the people saved."

From the *Boston Evening Post*, May 9, 1768 :

"Capt. John Doubleday in a brig from the Mount, on Friday morning, the 15th ult., in thick weather, ran ashore on the rocks near Scituate, but luckily got off again but received so much damage in her bottom that they could scarcely keep her above water till they got into Plymouth Harbor, from whence after taking out part of her cargo, she came up to town last week."

From the *Boston Evening Post*, Mon., Oct. 11, 1773 :

"We hear that a sloop, belonging to Scituate, Wm. Willson, master, bound from Kennebeck to this place, loaded with lumber, was stranded on Hampton Beach last Saturday fo'n'ight. Capt. Willson & one man and a boy took to a boat which soon after overset in the surf and the two former were drowned; 3 other men and a woman staid on board the wreck but 2 of them with the woman were washed off and drowned. It is said that a vessel was also drove ashore the same day on Plumb Island."

Scituate Harbor offered every facility for shipbuilding excepting that large vessels could not be gotten over the bar, there being seldom more than ten feet of water at full tide. The two points which form the harbor are Crow Point and Cedar Point. On the northeast, or Cedar Point, there is a light-house, now unused, which was erected in 1811. Through the untiring efforts of the HON. GEORGE LUNT, the Government has built a breakwater from this point, and has partially

dredged the harbor. Had Mr. Lunt lived and been able to carry out his plans of making Scituate Harbor safe for a port of refuge with a guiding light at its entrance the loss of life would have been undoubtedly much less the past year on Scituate's eight miles of rocky coast. In early times the shores of the harbor were skirted with timber to the water's edge, which made shipbuilding an easy matter for the early settlers compared with their descendants who had to cart timber ten and twenty miles. The following are some of the vessels built in Scituate and it is possible many of them were built at the Harbor.

*John Kent* probably built here as early as 1700. One of his descendants, Samuel (referred to further on) built here a hundred years later. There was built in Scituate, in 1698, the ship "PROVIDENCE," 100 tons, Capt. Thomas Lillie; owners Capt. John Thomas, Samuel Lillie, John Borland and Joseph Brigham of Boston; also the same year, 1698, the ship "BLESSING," 90 tons, Capt. Richard Lillie; owner Sam'l Lillie of Boston; also the same year, 1698, the slp. "ADVENTURE," 15 tons, Capt. Daniel Weare; owner Peter Butler of Boston. In 1699 the slp. "JAMES & THOMAS," 30 tons, was built at Scituate; owners, James Pitts, merchant, and Thomas Savage of Boston, also the same year, 1699, brig'tn "SWANN," 45 tons; owners, Joseph Jackson, William Clarke, Richard Middlecott, John Eyre, Thomas Cooper and George Hallett, all of Boston; also in 1699, slp. "MARY & ABIGAIL," 30 tons, Capt. Thomas Newman; owners John Foster and Dame Mary Phips of Boston; and also in 1699, Brig'tn "SPEEDWELL," 50 tons, Capt. Thomas Simpkins; owner, Samuel Lillie of Boston.

*Job Otis* succeeded William James at his yard. The only vessel there is positive proof of having been built by Job Otis was in 1700, referred to in the following oath made Oct., 1700:

"Isaac Little, of Marshfield, in the Province of Massachusetts Bay, in New England, made oath that the Katch 'LITTLE OTIS,' of Scituate, within the said Province, whereof Samuel Prince is at present master, being a round sterned Vessel of the burthen of about Thirty Tons, was built at Scituate aforesaid, in this present year 1700, And that *Job Otis*, of said Scituate, together with him the said Isaac Little, are at present owners thereof, and that no forreigner, directly or indirectly, hath any share or part or interest therein

Sworne before William Stoughton, Esq., Lieutenant Gov. &c., & William Payne, Deputy Collector."

There was also built at Scituate in 1700 Brig't'n "UNITY," 60 tons, Capt. Samuel Simpkins; owner, Samuel Lillie. The Northeys were also interested in Scituate vessels if they did not build at the Harbor themselves. John Northey came from Marblehead in 1675, and has descendants now living in Scituate. The following is a copy of an oath taken by him:

"January 2nd, 1700. *John Northey*, of Scituate, in Province Massachusetts Bay, in New England, made oath that the Katch "SARAH'S ADVENTURE," of Scituate aforesaid, whereof John Horton, Jr., is at present master, being a round sterned Vessel \* \* \* of 40 tons, was built at Scituate aforesaid in the year 1699, and that David Jacob, Nathaniel Tilden, Joseph Otis and David Northy, all of Scituate, and Samuel Lillie of Boston, \* \* \* together with the said John Northy, are at present owners thereof \* \* \* sworne before me, William Stoughton, Lt. Gov., &c., & William Payne, Dep Coll."

A ketch or "katch" as they used to spell it, was always a small vessel rigged something like a sloop, with one or two masts, very much like the modern yacht. There was built at Scituate (possibly at the Harbor) the following vessels. In 1700 the brig't'n "AMITY," 25 tons; owners, John Frizell, merchant, and John Ruck, of Boston; in 1701, brig't'n "SWANN," 60 tons; owners, Capt. Thomas Parker and Samuel Lillie, of Boston; and the same year, 1701, the ship "JOHN & ELIZABETH," 70 tons; Capt. Thomas Chitty; owner, John Frizell, Boston. Also in 1701, the bark "DRAGON," 65 tons; owners, Capt. John Ruggles, John Devin and George Robinson, of Boston, and William Smith, of Charlestown. In 1702, the brig't'n "DRAGON," 40 tons, Capt. John Jenkins; owner, Samuel Lillie; and the same year, 1702, the sloop "INDUSTRY," 40 tons, Capt. Thomas Barnes; owners, James Barnes and Elisha Bennet, Boston; and the same year, 1702, brig't'n "FRIENDS' ADVENTURE," 50 tons; owners, Captain Jonathan Evans and Samuel Lillie, Boston; and also the same year, 1702, brig't'n "JOHN," 40 tons, Capt. John Gurny; owner, John Frizell, Boston. In 1703, the brig't'n "CHARLES," 30 tons; owner, John Frizell, of Boston; and the same year, 1703, the brig't'n "SEA FLOWER," 60 tons; owner, Samuel Lillie of Boston; also in 1703, the brig't'n "SPEEDWELL FRIEND," 20 tons; owners, David Northey and Samuel Northey, Jr., and John Northy of Scituate; and the same year, 1703, the sloop "ENDEAVOR," 36 tons; owner, Samuel Marshall, of Boston. In 1705 was built the brig't'n "THREE

SISTERS," 90 tons; owners, Daniel Oliver, merchant, and Nathaniel Oliver, of Boston. In 1706, the sloop "DOVE," 30 tons; owners, John Foster, Esq., Gilbert Bant, John Eustice, and William Cole, of Boston. For the next seventy years the records of shipbuilding are missing, therefore the history of shipbuilding for those years will remain nearly blank unless the British Government sees fit at some future time to return the valuable papers they confiscated at the time of the Revolution. It was probably by some oversight that the records from 1675 to 1715 were left. The next earliest records we have found of vessels that were built in Scituate, and probably at the Harbor, are the following: 1780, sch. "HANNAN," 27 tons, of Cohasset; owners, Nehemiah Manson, of Cohasset, Ignatius Vinal, and Luther Holbrook, of Scituate. In 1785 the brig "FAME," 140 tons, of Boston; and the same year, 1785, the sch. "PATTY," 56 tons, of Newburyport. In 1795, the sch. "SOPHIA," 67 tons, of Boston. In 1796, the sch. "INDUSTRY," owned by James Little and others, of Scituate. In 1797, the sch. "LIVELY," 28 tons; owned by Joseph Jenkins, at Scituate. In 1798, the sch. "LUCY," 39 tons; owned by James Lither and Jedediah Little, and Israel Merritt, of Scituate. The same year, 1798, the sch. "POLLY," 39 tons, of Boston; owned by Jane and Nathaniel Waterman, of Boston, Nathaniel Wade, Jr., Nathaniel Turner, Jr., and Nathaniel Baker, of Scituate. In 1800 the sch. "HARRIOTT," 60 tons, owned by Lemuel and Levi Vinal, and Consider Merritt, of Scituate; afterward sold to Bowdoinham. In 1801 sch. "ELIZA," 99 tons, of Boston.

*William Vinal* (whose son William built here later) built vessels at Scituate harbor as early as 1786. He was also largely interested in the fisheries. Major William, as he was called, was a son of Israel, Jr., and a descendant of widow Anna Vinal, who was in Scituate as early as 1636, with three children. William afterward projected a settlement at Quincy Point. Among the vessels he built at the Harbor are the following: 1786, sch. "SALLY," 54 tons; owners, Nathaniel Wade, Jr., Thomas Mann, Barnabas Webb, Stephen and William Vinal, Scituate. 1793, sch. "POLLY," 52 tons; owners, Nehemiah Manson and William Vinal, shipwright. 1794, sch. "FANNY," 67 tons, of Scituate; Elijah and Oliver Jenkins, and William Vinal, Jr., Scituate, owners. 1795, sch. "BETSEY," 35 tons, of Scituate; William Vinal, owner. 1796, sch. "SALLY," 54 tons, of Scituate; Samuel Curtis, Deborah





Mann, Barnabas Webb, Stephen and William Vinal, owners. 1796, sch. "LYDIA & POLLY," 102 tons, of Scituate; James Little, Oliver and Elijah Jenkins, and William Vinal, owners. 1797, sch. "FISH HAWK," 46 tons, of Scituate, Charles Ellms, Levi and William Vinal, owners. 1798, sch. "BETSEY," 60 tons, of Scituate. Nehemiah Manson, Lemuel and William Vinal, owners. 1800, sch. "ROVER," 89 tons; owners, Nehemiah Manson, James Collier, William Vinal, Ira Bryant, Cushing Otis, of Scituate, and others. She afterward hailed from Boston, was changed from a schooner into a brig in 1804, and on Feb. 14, 1811, at Boston, was ordered to be sold for the payment of seamen's wages. In 1800 sch. "LIBERTY," 88 tons, of Scituate, Charles Ellms, David Otis, Lemuel and William Vinal, owners.



built more vessels than any one else at the Harbor during the first part of this century. His yard was lo-

cated on the creek or inlet near the mouth of Satuit Brook, which was then quite clear and deep. It was on the Harbor side of the creek, and not far from the "Old Tavern House," which is still used for a public house. His residence stood on the present site of Mr. Ellm's grocery store. The first bridge over Satuit brook was built prior to 1648. This stream, for which the town was named, is scarcely a mile in length, and falls into the creek at the Harbor. The early settlers found beaver dams across it. East of the Harbor the territory was called Little Marsh in 1636. From the *Boston Evening Post*, of May 20, 1771, is taken an item relative to the Kent family, but not this immediate branch.

"Last Tuesday died Mr. Samuel Kent, of Charlestown, in the 57th year of his age, whose death (on account of his remarkable diligence, uprightness and goodness in the public as well as the private affairs of his life), is very justly regretted by all who knew him."

*Samuel Kent*, the shipbuilder of *Scituate* was a descendant of John Kent, of Dedham. After much time and labor among the Dedham church, town, and other records, and the same records of Charlestown, Cambridge, Boston and Scituate, the following genealogy has been compiled:

#### KENT GENEALOGY.

The first of this name we find in New England is "Jo. Kent,



## 370 KENT—THE FIRST OF THAT NAME IN NEW ENGLAND.

aged 23, sailed from London in 1635 in the ship 'William & John,' bound to St. Christopher."\*

The next earliest accounts of the Kent family are found in the "Dedham Records of Church and Cemetery," and the "Dedham Records of Births, Marriages, etc." Joshua Kent was in Dedham in 1643. He was admitted into the church there in Sept., 1644. In November, 1644, he went to England, the church records say, "with our testimoniall." He returned from England in 1645, bringing with him two brothers, one of whom was *John*, the direct or common ancestor of Samuel Kent, the shipbuilder, and the others of that name in Scituate and Marshfield. There was born to Joshua Kent, and Mary, his wife, Dec. 17, 1646, a dau., whom they named Lydia. Joshua became a freeman in 1646. In October, 1647, "for reasons not well satisfying his friends or church," accompanied by his wife, he went back to England, where he found the government in a very unsettled condition, trouble "having again arisen." Becoming disheartened at the convulsions of his native land, he and his wife returned again to America in October, 1648. Another child was born to them Jan. 27, 1650, whom they named Sarah. A third dau., Mary, was born Oct. 10, 1651. Mary Kent, deceased, Nov. 28, 1676; but whether it was the mother or child the records do not state.

*John Kent*, I., bro. of Joshua, was received into the church at Dedham, May 16, 1652. He was a freeman in 1654, and mar. March 21, 1662, Hannah Grizold (also found recorded as Grizwold and Grissell.) She died in Charlestown, Mass., January 9, 1690-1. They removed to Charlestown, where they were admitted to the church April 13, 1663. Their children were, I. Hannah, b. July 2, 1667; mar. Joseph Cahoon. II. John. III. Mary, b. Feb. 3, 1669-70. IV. Joshua, b. June 15, 1672, d. soon. V. Joshua, baptized July 5, 1673, afterward of Boston. VI. Joseph, baptized October 17, 1675, (mar. Rebecca Chittenden.) VII. Samuel, b. Mar. 23, 1678, d. aged 25 years. VIII. Ebenezer, b. Aug. 18, 1680, afterward of Scituate. IX. Lydia, b. July 16, 1683. X. Mary, b. May 12, 1686. XI. Susana, b. Aug. 13, 1689.

JOHN II., son of John I., mar. Dec. 22, 1692, Sarah Smith. They had children born in Charlestown. 1. Sarah, b. Oct.

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\*"Emigration to America, by Hotten."

11, d. Dec. 24, 1693. 2. John, b. Sept. 29, 1694, baptized in Cambridge. 3. Hannah, b. Mar. 5, 1695-6, baptized in Cambridge. 4. Elizabeth, b. Jan. 8, 1697-8, baptized in Cambridge; d. in Scituate Jan. 8, 1702. In 1698, John, the father, and Sarah, his wife, removed to Scituate, where the following children were born to them. 5. Ebenezer,\* b. May 28, 1699, who mar. in 1728, Huldah Whittemore, and in 1738 was captain of S. Henley's Snow, "Rebecca." 6. Benjamin K., b. Jan. 8, 1701. 7. Sarah, b. Sep. 10, 1702. 8. Samuel, b. Dec. 18, 1703. 9. Ezekiel, b. Oct. 8, 1705. 10. Nathaniel, b. Feb. 18, 1708. This family removed from Scituate to Marshfield about 1709-10, and accounts of some of their families can be found in this book at the end of the history of the Scituate branches.†

EBENEZER VIII., bro. of John II., and son of John I., went from Charlestown to Scituate where he married in 1703, Hannah Gannett. They had children: 1. Abigail, b. Oct. 12, 1706; d. March 12, 1709; 2. Mercy, b. July 31, 1708; 3. Elizabeth, b. Sept. 6, 1710. 4. Isaac, b. Sept. 27, 1712. 5. Mary, b. 1715. 6. Ebenezer, b. 1717. We will now go back to

*Joseph*, 6, son of John I., mar. Nov. 26, 1702, Rebecca Chittenden of Scituate (mar. by Rev. Mr. Cushing). She d. Apr. 2, 1762, in her 81st year. He d. May 30, 1753. By his will, probated June 30, 1753 ‡; he devised to his wife the use of all his estate except that given to Samuel. He gave his negroes, "Peggy to Mehetabel, Venus to Rebecca, Jenny to Benjamin and Violet to Stephen."

Joseph and Rebecca (Chittenden) Kent had children: I. Joseph, b. Mar. 5, 1703-4, afterward of Boston, gentleman.§

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\*For descendants see *Genealogies and Estates of Charlestown*, "K to Z, p. 571.

†"On 20th of May, in the year of our Lord 1700, John Kent, of Scituate, brought to record a stray horse, as he sayd, of a darke bay color, with two notches or peeces cut out of the near ears towards the top on each side one, said beast being taken damag feasant in Inclosures."—*Scituate Records*.

‡See *Genealogies & Estates of Charlestown*, K to Z, p. 572.

#### ¶WILL OF JOSEPH KENT.

In the name of God Amen I Joseph Kent of Boston in ye County of Suffolk & Province of ye Massachusetts Bay in New England Gent'n do make and ordain this my last will & testament & I do hereby give and bequeath all my estate both real and personal that I now have or hereafter may have as wages prize money &c due or that shall become due from any person or persons whatever to my brother Benjamin Kent of Boston aforesaid Gent'n his heirs & assigns and I do hereby nominate and appoint

II. Stephen, b. June 14, 1706. III. Benjamin. IV. Mehetabel, b. Aug. 26, 1711, mar. Jotham Tuttle. V. Samuel, b. July 18, 1714, mar., Nov. 27, 1740, Rebecca Adams. VI. Jonathan, b. Mar. 29, 1717, afterward of Boston, gentleman. VII. *David*, b. June 1, 1719. VIII. John, b. Sept. 24, 1722. IX. Rebecca, b. May 6, 1725, mar. Eben Rockwell.

BENJAMIN KENT, of Boston, gentleman, who was attorney for David in 1749, and probably his brother and son of Joseph VI., mar. Elizabeth, dau. of Jacob Hassey, and had children: 1. Elizabeth who mar. ——— Butman. 2. Sarah, mar. ——— Blowers. 3. Benjamin who appears to have gone away and all trace of him was lost, possibly forever. Benjamin, Sr., and wife Elizabeth removed to Halifax, N. S., soon after or about the time of the Revolution. On April 15, 1785, he being about to visit Boston, leaving his wife and children in Halifax, deeded a certain messuage or dwelling-house in Boston in trust to Samuel Danforth, M.D., of Boston, to make use of for the support, etc., of his wife and children. This dwelling-house was formerly the residence of Benjamin, and was situated "at the north side of King street by the north end of the Town or Court House." Benjamin d. prior to 1794. His wife was residing in Halifax in 1808.

*David* 7, son of Joseph 6, mar., in 1744, Abigail Damon, who survived him, and who notwithstanding the restrictions in her husband's will, \* mar., 2ndly, a Mr. King. David probably

him ye said Benjamin the sole executor of this my last will & testament In witness whereof I have hereunto sett my hand & seal this twenty-ninth day of April Anno Domini seventeen hundred & forty-six

sig. seal'd published & declared

in presence of

Henry Venner, Eben'r Rockwell, Thos. Goldthwaite }

JOSEPH KENT (seal.)

Probated Jany. 6, 1758.

Letters granted to Benj. Kent Jany. 6, 1758.

See Probate Records, Suffolk Co., Vol. 53, page 54 & 55.

#### \* WILL OF DAVID KENT.

In ye name of God Amen, I, David Kent of Boston in ye County of Suffolk in New England Cooper do hereby make this my last will & testament hereby revoking all other & former Will or Wills and testaments heretofore by me made & being of sound mind & memory do dispose of all my estate both real & personal in ye following manner and effect. But *Inprimis* I restore my soul to my Almighty God & Father who has blessed me with ye same and depend on his infinite goodness & mercy for my present and eternal future felicity and my body I resign to ye grave to be decently inter'd by my executrix hereinafter named. Item, the use & improvement of all my real & personal estate I give and bequeath to my loving wife so long as she shall continue my widow. Item I give and bequeath severally to my sons David & Joseph Kent, Fifty pounds to be paid to each of them by my Executrix hereinafter to be mentioned as they shall sev-

left Charlestown early and followed his trade of cooper in Boston as in the Boston Town Records, 1742-1757, we find that

"At a Town Meeting held in Boston, Mar. 16, 1742, Mr. David Kent and six others were chosen cullers of staves for the year ensuing," and "At a Town Meeting, held Mar. 22, 1743, Mr. David Kent and eight others were chosen cullers of staves and hoops for the year ensuing."

He had by his wife Abigail two sons: I. *David*. II. *Joseph*, both minors at the time of the death of their father in 1760. Their mother Abigail was appointed their guardian in 1762, David then being "above 14 years of age." David, Sr., and wife Abigail resided at the north end of Boston, corner of Ship (afterward called Fore) street and Battery Alley (so called) in a two-story house "all wooden except a brick back," which he bought May 10, 1743, paying therefor £93, 15s. Wyman, in his *Genealogies and Estates of Charlestown*, K to Z, page 573, states that David, Sr., removed to Philadelphia, but from what source he received this information the author has been unable to ascertain. Certainly at the time of his death, David owned the property on Ship street and his widow resided there for many years. We will give Joseph's family first, then David's.

erally attain to the age of twenty-one years notwithstanding ye use and improvement aforesaid. Item, in case my said wife Abigail Kent should intermarry with any man after my decease my will is and I do thereupon give bequeath and devise to my son David one third part of my real and personal estate to him and his heirs to have and to hold to him and them immediately upon and forever after his attaining to ye age of twenty-one years. Item one other third part of my real and personal estate (on such intermarriage as aforesaid) I hereby give bequeath and devise to my son Joseph Kent to him and to his heirs to have and to hold to him and them immediately upon and forever after his attaining to ye age of twenty-one years. Item the other third part of my real & personal estate after my said wife's decease I do hereby give bequeath and devise to my said sons, the one moiety to my son David and his heirs and ye other moiety of said third to my son Joseph and his heirs forever. Item, my loving wife Abigail Kent I appoint ye sole executrix to this my last will and testament. In Testimony of all which I have hereto set my hand and seal this nineteenth day of April A.D. 1759

DAVID KENT, (seal)

sign'd seal'd, publish'd  
pronounc'd and declar'd  
to be my last will & testament  
in presence of ye subscribers  
William Thomas, Rebecca Rockwell, Jonathan Kent.

Suffolk S.S. By ye Hon'ble Thomas Hutchinson, Esq. Judge of Probate &c. The within written will being presented for probate by ye executrix therein named, William Thomas & Rebecca Rockwell made oath that they saw David Kent, the subscriber to this instrument sign the same and also heard him publish & declare it to be his last will & testament & that when he so did he was of sound disposing mind and memory according to these deponents' best discerning and that they together with Jonathan Kent (since deceased) set to their hands as witnesses thereof in the said Testators presence.

Boston March 7, 1760,

THOMAS HUTCHINSON.

Probate office. See Bk 56 p. 279 (1760)

JOSEPH II, son of David 7 was mar. to Mary, or Polly Clark, Oct. 24, 1768, by Rev. John Lathrop. Joseph d. prior to 1789. The Massachusetts Magazine records the death of a Mary Kent, Aug. 1, 1789. They had children: 1. Joseph. 2. John who succeeded to their father's interest in the estate, corner of Ship street and Battery (or Daggett's) Alley, which they still held in 1806, and also property on Prince street. Joseph, who was a cooper, was mar. to Hannah Trask, Oct. 18, 1795, by Rev. Jeremy Belknap; John, also a cooper, was mar. to Eunice Trask, Oct. 27, 1799, by Rev. Thomas Baldwin; both Joseph and John were residents of Boston in 1813.

David I., son of David 7, mar. Lydia Damon in 1773. He was a shipwright by trade, and probably built at Scituate Harbor, and possibly in Boston as he and his wife are spoken of in a deed dated 1797 as "of Boston." In 1789 he owned one undivided half of a dwelling house, located at the North end of Boston between Clark's and Hartt's building yards, near the North Battery, and on the corner of Ship street and Daggett's alley. This location suggests that he might have been a shipwright on one of the above yards. He d. in 1825. Lydia, his wife, died in Scituate, Dec. 12, 1831, aged 82. They had children: 1. Samuel the shipbuilder. 2. SALLY, mar. Thomas Lapham; she d. Mar. 11, 1821, aged 46 years. 3. RACHEL, mar. Perkins Clapp.

Samuel I., the shipbuilder, son of David I., mar. Hannah, dau. of Capt. Noah Brooks (who was b. in 1744, and d. at sea). She also had a bro., Capt. Noah of South Boston, and two sisters: one mar. William Bradford of Kingston; the other mar. the Hon. John Holmes of Maine. Samuel Kent resided at Scituate Harbor for many years, where he built vessels. An account of his business here is given in this chapter. Later he and his family removed to South Boston, but he afterward returned to Scituate, where he d. Aug. 5, 1829, aged 56 years. Samuel and Hannah Kent had children:

1. CHARLOTTE APPLETON, b. Jan. 12, 1800, d. Jan. 3, 1885. She mar., June 12, 1820, Ivory Hall of Alfred, Me. He d. April, 1873. Children: 1. Ivory Bradford, b. March 7, 1821, mar. Phebe L. Nason, Dec. 5, 1847. He d. April 16, 1856, leaving children: 1. William Bradford, b. April 11, 1849, who mar. Lizzie Newhall, and resides in Portland, Oregon, where they have four children: Bradford, Ada, Hubert and Chester,

and, 2, Noah Brooks, b. July 31, 1853, who is mar., and also resides in Portland, Oregon, where he has two children, Florence and Ernest. 2. Hannah Francis, b. June 4, 1825, d. Aug. 22, 1826. 3. Charlotte Appleton, b. Mar. 5, 1829, mar. James L. Emerson, July 3, 1865, and resides in Alfred, Me., where they have two children: Mary Lottie, b. Jan. 12, 1867, and Fannie Hall, b. May 29, 1870. 4. Charles Henry, b. May 7, 1831, mar. Lizzie M. Marston, Feb. 7, 1866. They reside in South Boston, and have had six children: L. Gertrude, b. Feb. 19, 1867; Charles Bradford, b. Mar. 16, 1869; Lillian May, b. Aug. 22, 1871; Frank Ivory, b. Oct. 1, 1873; Nettie Estelle, b. Dec. 1, 1875; Florence Appleton, b. May 15, 1879, d. July 19, 1880. 5. Rachel Francis, b. Sept. 15, 1835, mar. Benjamin Parker, Aug. 29, 1877, and resides in Somerville, Mass. 6. Hannah Brooks, b. July 21, 1838, d. June 5, 1839. 7. Edward Kent, b. Mar. 28, 1840; d. Aug. 15, 1884.

2. HANNAH WILLIAMS, b. Oct. 14, 1801, mar. Alpheus Stetson, Dec. 4, 1819. They had eight children: 1st. Alpheus M., b. Sept. 21, 1820, mar. Sophia B. Osborn of So. Boston, Oct. 7, 1842, and had three children: 1. John Alpheus, b. July 28, 1844, mar. Julia Van Veighton of Rome, N. Y., June 20, 1866, children: John Alpheus, Jr., b. Feb. 2, 1868; Archie, b. June, 1869, d. July, 1869; Herbert Osborn, b. June 3, 1871; Sophia Lawson, b. Aug., 1876, d. April, 1877; William Graydon, b. Feb. 18, 1878; 2. Frances Sophia, b. Dec. 11, 1847, d. Sept. 8, 1848; 3. Herbert Osborn, b. Sept. 7, 1850, d. March 28, 1872. 2d. Daniel F. W., b. Sept. 15, 1823, d. May 16, 1825. 3d. Edward F., b. June 18, 1826, d. Nov. 15, 1829. 4th. Hannah Elizabeth,\* b. Nov. 7, 1828, mar. Harrison O. Briggs. 5th. Edward F., 2nd, b. March 23, 1830, d. Oct. 27, 1830. 6th. Sarah W., b. Aug. 15, 1833, mar. Joseph F. Baker of Boston, Oct. 11, 1854, children: 1. FRANCES JOSEPHINE, b. Oct. 2, 1855, mar. Henry Hunt Arnold of Boston, Sept. 19, 1877; 2. ANNAH WILLIAMS, b. Jan. 9, 1858, mar. Charles Everett of Boston, June 15, 1882. She has one child: Charles, b. Oct. 11, 1883. 3. ALPHEUS STETSON, b. Feb. 6, 1860, mar. Martha E. Alden of Newton, Sept. 29, 1887. He has one child: Frances Josephine, b. Oct. 13, 1888. 4. GRACE SEARS, b. May 15, 1867. 7th. Franklin J., b. April 15, 1839, d. March 28, 1841. 8th. Mary Adelaide, b. June

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\* For Genealogy of her family see Chapter on Briggs Yard.

25, 1843, mar. George F. Neale; Oct. 3, 1865, children: Geo. S., b. Oct., d. in Sept., 1866; Mary H., b. Sept., 1869; Alice K. and Forence, b. Jan., 1875, (Florence deceased); Lawrence I., b. July 1885.

3. *Samuel Kent Jr* b. Sept. 12, 1803\* mar. 1st, Ann Henry, of Boston, 2nd, Elizabeth Tripp Baker of Dorchester, Nov. 24, 1831. By his second wife he had children: 1. Samuel Henry, b. Sept. 14, 1832, mar. Maggie McCrea, Dec. 25, 1859, mar. 2nd, Mary J. Biggs, widow of ——— Lee, and resides in San Francisco, Cal., no children. 2. John Hawes Bird, b. Oct. 1, 1835, mar. Sarah E. Shaw of Boston, April 5, 1877, and they have one child, John Henry, b. Dec. 14, 1878. 3. Edward Francis, b. June 20, 1842, d. Jan. 4, 1823.

4. RACHEL CLAPP, b. Oct. 21, 1805, d. April 1, 1858. She mar. Ubert L. Pettingill, and they had children: 1. Charlotte Kent, b. March 6, 1838, mar. Edward L. Goodwin; 2. Susan Jane Adams, b. Sept. 24, 1840, mar. 1st, Truman Flint; 2nd Curtis C. Goss; 3. Hannah Brooks, b. Aug. 7, 1842, mar. Edward R. Taylor; 4. Frances, b. Nov. 29, 1844, mar. James Mackey; 5. Ubert Kulloch, b. June 2, 1848. All the above have descendants excepting Ubert K.

5. NOAH BROOKS, b. in 1806, a shipwright, d. Jan. 19, 1861, in Augusta, Me., aged 55 years. He mar. Elizabeth Ellms, dau. of Josiah Dunham.† She was b. 1815, and d. in 1838,

\* His correct name was Sam'l King Kent, but he dropped the King, he said to show his aversion to a king. He was a shipwright, and built in 1825, at Boston, the sch. "Newcomb," 46 tons, for Lot Wheelwright, Loring Newcomb, Joseph Cotton, Jr., and Chas. Appleton.

† Simons, in his History of South Boston, p. 271, says: "Prominent among those who have been for a long time identified with the interests and history of South Boston, stands the well known name of Josiah Dunham. He was born in New Bedford, March 11, 1775. He was son of Jesse and Susan Dunham. His father was a sea captain. The family were among the earlier settlers of Plymouth, the first record of which goes back as far as the year 1635. The branch from which he descended subsequently moved to Martha's Vineyard. When a youth he came to Boston and served an apprenticeship at the rope making business with a Mr. Richardson, the father of the Hon. Jeffrey Richardson, of Boston, whose ropewalks extended from Purchase street to Milk street, near to the present location of Pearl street. He first commenced the manufacture of cordage on his own account in a ropewalk which stood on or near Boylston street in Boston. In the year 1807, he became the purchaser of several acres of land at South Boston in the vicinity of B street and built a residence for himself and a ropewalk, where he continued to carry on the cordage manufacture until the close of the year 1853. During all the years of his residence in South Boston he was engaged in the building of dwellings and

aged 23 years. They had children: 1. Mary Ann, b. April, 1832, in So. Boston, d. in 1847, aged 15 years; 2. Sarah Elizabeth Ellms, b. Sept. 22, 1834, near Bryant's corner, Scituate, where Noah B. Kent and family resided for one year, when they returned to So. Boston. She mar. Nov. 15, 1858, Lloyd Briggs. (For Genealogy of this family see chapter XVII.)

6. BARKER B., b. in 1811, a ship-joiner, mar. Sarah H., dau. of Josiah Dunham and sister of Elizabeth, wife of his brother Noah Brooks Kent. Barker d. June 27, 1876. Sarah, his wife, d. Nov. 7, 1838. They had children: 1. by adoption, Barker B. (formerly Nathaniel Tuttle) a physician, b. Aug. 26, 1841, d. Feb. 2, 1872. He mar. Helena M., dau. of Capt. Ezra H. Baker of So. Boston, and they had one child, Sarah Helena, b. Aug. 1, 1871, d. Feb. 2, 1872.

7. SARAH ANN, b., Feb., 1812, mar. in So. Boston, Benjamin, son of Elisha James, M.D., of Scituate. Children: 1. George Barker, b. July, 1837, mar. Adelaide G. Washburne and has four children: George B., William G., Robert K. and Addie. 2. Elisha Francis, b. Jan. 3, 1841, mar. Elizabeth Sears, and has four children, Edward S., Elisha F., Sarah A.

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stores, and, without erecting a large number in any one year, in the aggregate he was the moving spirit in the erection of more buildings in the place than any other man. Though he did not have the advantage of early education, yet for foresight, energy, perseverance and power of memory, he had few superiors. He was impulsive, easily excited, and an injury, real or supposed, was not soon forgotten. On the other hand his friendships were strong, his benefactions generous and long continued, and he would often do favors to others even to his own injury. He was an active participator in the efforts for building the North Free Bridge, and was untiring in his zeal for whatever promised to be of advantage to the place of his chosen residence. He served the Twelfth ward in the Common Council in the year 1833, and for three succeeding years was an efficient member of the Board of Aldermen. While a member of the latter Board he felt a deep interest in the grading of the streets of South Boston, but few of which previous to that time had been put in a respectable condition. Finding his associates in the Board rather slow in their movements in this work he followed the example of one of whom he was an ardent supporter and in his capacity as one of the Surveyors of the Highways 'took the responsibility.' He set men to work in ploughing down and levelling up Fourth street and Broadway. When completed he carried the bills for the same, amounting to some \$2500, before the Aldermen, who with some shrugs of their shoulders and a few smiles at the boldness of the act of their associate, approved the bills and ordered their payment by the city. In the year 1823, when the Congregational Church was formed which is now known as the Phillips Church, he generously erected a hall on Fourth street for their place of worship and gave them the rent and other substantial aid till they erected their church building. He had a wonderfully strong and vigorous constitution and died April 28, 1867 being 83 years of age." Josiah Dunham mar. Mary Ann, dau. of William and Mary Elms of Middleborough, Mass. She d. Feb. 16, 1858, aged 60 years 8 months. Josiah and Mary were both interred in No. 11 St. Matthews Church, South Boston but in May, 1861, were removed to Forest Hills, their last resting place. "In 1853 Josiah Dunham, Jr., was chairman of a committee appointed for the purpose of organizing a Shade Tree Society." (History of South Boston, p. 220.) "It is to be hoped that the day is not far distant when every street as soon as graded will be graced with flourishing and beautiful shade trees."



and Charles D. 3. Edward Brooks, b. Sept. 14, 1843, mar. ——— Smith and has had five children: Benjamin K., (deceased) Edward B., (deceased) Williams B., Reginald S., Catherine II. 4. Charles Little, b. Jan. 14, 1846, mar. Clitheroe Dean, and has three children: Dean K., Benjamin, 3rd, and Clitheroo. 5. Benjamin, b. Dec. 26, 1851, mar. Kittie Greely, no children. 6. Williams Kent, b. Dec. 25, 1852, mar. ——— Johnson, and has one child, Herbert J. Benjamin James, Sr., mar. for his second wife Susan Hall, who was b. in 1823, and by her had one child. 7. Frank Irvin, b. in 1862, d. young. The following are some of the Marshfield branches of the Kent family.\*

ELISHA KENT, mar. Susanna Ford Juno, 1741. They had children: 1. William, b. Oct. 1, 1742, mar. Mary Samson, 1773. 2. Smith, b. Oct. 22, 1744. 3. Elisha, b. Sept. 13, 1746, lost at sea. 4. Peleg, b. Oct. 4, 1748, mar. Elizabeth Ford. 5. Lucy, b. Oct. 5, 1750. 6. Phebe, b. July 5, 1752, died early. 7. Charles, b. Jan. 7, 1754, mar. Ruth Baker. 8. Sarah, b. Feb. 19, 1756, mar. Melzar Samson, 1780. 9. Nathaniel, b. Dec. 25, 1760. 10. Warren, b. Dec. 20, 1764. 11. Alice, b. April 22, 1766. 12. Susanna, baptized May 11, 1766.

JOSEPH KENT, mar. Lydia Thomas, Feb. 28, 1743. They had children: 1. Ann, b. Oct. 28, 1744, died early. 2. Thomas, b. Oct. 13, 1746, lost at sea, 1771. 3. Lydia, b. 1751, mar. Dr. Burnham of Norwich, Conn. 4. John, b. 1756, mar. B. Walker. 5. Nathaniel, b. 1760, mar. 6. Abigail, b. Dec. 22, 1763, mar. Asa Weston. 7. Elizabeth, b. May, 1767, died June, 1856.

BENJAMIN KENT, mar. Persis Doggett, 1723. Benjamin Kent died at Kingston, Jamaica. They had children. 1. Penelope, baptized Nov. 8, 1724 or 1726, died early. 2. Joseph. 3. John, minors, at their grandfather's death removed to Maine. 4. Persis, b. July 9, 1724, mar. Robert Jenkins of Boston. 5. Betsey or Elizabeth, (mar. a Bois [?] of Milton). 6. Nathaniel. 7. Mary, died young. The will of Benjamin Kent of Boston, mariner proved June 27, 1748, in Suffolk County, Mass., gives a remainder of his estate to eight

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\* Nat. Kent, Nat. Thomas and Nat. Ford all of Marshfield, who used to be called the "three Nats," settled at Readfield, Maine, and Kent's Hill at that place took its name from Nat. Kent.

children, viz.: Benjamin, Nathaniel, Joseph, John, Persis, Elizabeth, Bathsheba and Mary, and appoints his wife Persis executrix. A clause from Benjamin Kent's will reads, "My will is that my said wife shall have the use and improvement of the rest of my real and personal estate to enable her to bring up my children until the youngest of them arrive to the age of twenty-one years, and if there should be occasion to sell and dispose of any or all of my real estate for that end I hereby give her power to do so and to execute proper deeds of the same."

EZEKIEL KENT, mar. Susanna Winslow, Dec. 22, 1740, who was probably widow of Nath'l Winslow. They had children: 1. Penelope, b. June 26, 1743, mar. Josiah Winslow. 2. Susanna, b. June 17, 1745. 3. Deborah, b. Oct. 18, 1748, mar. Stephen Carver. 4. Ezekiel, b. March 1, 1747, drowned. 5. Marcy, b. Oct. 2, 1754, mar. a Beveridge. 6. Ann, b. Jan. 12, 1758. 7. Benjamin, b. Nov. 6, 1760, mar. a Beveridge. This family removed to Fox Island, Maine.

WILLIAM KENT, mar. Mary Sampson. They had children: 1. William, b. Sept. 5, 1773. 2. Polly, b. Dec. 28, 1775, mar. Asa Sherman, Dec. 27, 1798. 3. Susanna, b. Nov. 15, 1778. 4. Smith, b. Nov. 28, 1783. 5. Sylvia Church, b. July, 1788. 6. Elisha, b. Oct. 17, 1789, mar. B. Sprague. 7. Alice Warren, b. April 8, 1793.

SAMUEL KENT, mar. Desire Barker, June 25, 1732. Desire died June 14, 1744. Samuel Kent mar. secondly, Mrs. Phoebe Cook, of Kingston, Dec. 8, 1748. Children all by the first wife. 1. Samuel, deceased early. 2. Nathaniel, b. Feb. 25, 1735, died at Portsmouth. 3. Hannah, b. Aug. 4, 1737, mar. Nathan Brewster. 4. John, b. Oct. 13, 1739, settled at Portsmouth. 5. Sarah, b. Aug. 6, 1741, mar. John Friend of Newburyport. 6. Huldah, b. Dec. 2, 1743, died unmarried. 7. Ichabod, b. Dec. 13, 1747, settled at Duxbury. 8. Desire, mar. A. Hunt.

The above Samuel Kent was probably not a shipbuilder. There is a tradition that the Kents originally emigrated from the continent of Europe to England. Judge Hoar, a descendant of the Kents, has looked up some valuable facts, the author understands, relative to this family, but the information came too late to investigate for this book.

The first vessel built by *Samuel Kent*, of which we have found any record was in 1798, the sch. "ELIZA," 70 tons, owned by

Jesse Dunbar and Samuel Kent, of Scituate. The next year, 1799, he built the sch. "SALLY," 83 tons, of Charlestown; owned at one time by Jesse Dunbar, Eli Curtis, Samuel Kent and Asa Vinal. After they sold her, she was sold by the U. S. Marshal while she was owned by Charlestown parties, for a breach of the laws of the United States. Later she was owned in Sweden and called the sch. "*Nysted*." Samuel Kent built in 1800 the ship "CHARLOTTE," 154 tons, of Boston. Also in 1800, the sch. "LIBERTY," 88 tons; owned by William and Lemuel Vinal, Charles Ellmes, who was master, and David Otis, of Scituate. He built three vessels the next year, 1801, viz: ship "MARTHA," 192 tons, of Boston; sch. "EAGLE," 107 tons, of Boston, and the sch. "WASHINGTON," 87 tons; Barnabas Hedge, owner, at Plymouth. In 1827 she was whaling and sealing in the South seas. In 1802, Samuel Kent built the sch. "HANNAH," 138 tons; two decks and two masts, of Scituate, Ira Bryant, master; Lemuel Vinal, Samuel Kent, and Ira Bryant, Scituate, owners. He built in 1803 the sch. "INDUSTRY," 68 tons, of Scituate; Lemuel Vinal and Nehemiah Manson, owners; also in 1803, the sch. "NANCY," 94 tons; owned by Abner Bailey, Elijah Curtis, David Otis and Davis Jenkins, of Scituate. The "Nancy" was afterward used as a North River packet, and commanded by Capt. Asa Sherman, Sr. In 1804, the sch. "MARY," 82 tons, of Kingston, was built by Samuel Kent, master carpenter, and in 1805, the sch. "WASHINGTON," 108 tons; owned by Ezra and Lemuel Vinal, Abraham Harris and Perez Pyncheon, of Scituate; also in 1805 the sch. "JAMES," 100 tons; owned by Israel Merritt, Ensign Otis, Jr., Lydia Little, and Gridley Cole, of Scituate. In 1807, the sch. "FRIENDSHIP," 79 tons, owned by Samuel Kent, shipwright, Lemuel Vinal, Nehemiah Manson, David Otis, Jr., and Perez Pyncheon, of Scituate. He also built the brig "OREGON."

Kent's yard was used by *Anthony Waterman* in 1813, which year he built the sch. "OLD CARPENTER," 22 tons; Lemuel Vinal, owner, Scituate. He also built the sch. "JOLLY TAR" at this yard. Anthony was son of Capt. Anthony, the tanner, who came into Scituate from Marshfield in 1760. Anthony, Jr., b. 1763, resided at Buck's corner, near the Harbor. His son James had a tannery on the old Turner and Copeland place, So. Scituate. Anthony Waterman has a grandson, Andrew, now living at the Harbor, where he keeps a tinshop opposite the South Shore House. The British man of War, "Bul-

wark," lay off Scituate Harbor during the war of 1812. Deane writes: "The militia of Scituate were called out certainly on one occasion, viz., July 7, 1814. The British 74, called the "Bulwark," had lain near Scituate Harbor several weeks, and had sent a demand on shore for fresh beef and vegetables, which the citizens of course did not furnish. Early in the morning of June 11, 1814, two tenders manned with marines came into the Harbor and set fire to the shipping, and returned to their vessel. Ten vessels, fishing and coasting craft were lost. A regiment of militia, under Col. John Barstow, repaired to the neighborhood of the Harbor; but their services were not needed, and they returned to their homes."

The last vessel we find built by *Samuel Kent*, was in 1818, the brig "ORACLE," 144 tons, of Boston; owners, Otis Vinal, Warren Claflin, of Boston, Thomas Hobart, of Pembroke, and Edmund Freeman, of Orleans, Mass. Samuel Kent later moved to So. Boston, where he worked repairing old vessels. Afterward he returned to Scituate, where he died, and is buried in Norwell, in the cemetery opposite the Unitarian church "on the hill."

*Capt. Noah Brooks*, who served his apprenticeship with Samuel Kent, built in the Kent yard in 1804 the brig "TROPIC," 150 tons, owned by Thomas Motley, Jr., of Boston. This was probably the first ship he built on his own account, as he was then but 22 years of age. Noah Brooks was a direct descendant of William, who was a householder in Scituate in 1644, and resided south of Tills creek, near a clear spring of water. Capt. Noah Brooks was b. in Scituate, July 7, 1782, and d. in Dorchester, Jan. 28, 1852, from the result of an accident, he being thrown from a sleigh. As before stated, he served his apprenticeship with his brother-in-law, Samuel Kent, in the Kent yard at the Harbor. For several seasons in the fall of the year he took companies of men down East and built one or more vessels there. He went to So. Boston, where he worked a short time for Lot Wheelwright, and afterward built ships on his own account at the yard foot of F street, later occupied by E. & H. O. Briggs, he being a partner with them at the time they built their first vessel. He built the bark "Edward Fletcher," which was launched from back of the forts, fully rigged. Capt. Noah Brooks was son of Noah who descended from Nathaniel, through Nathaniel, Jr., and Taylor Brooks. Noah, Sr., mar. Hannah, dau. of Ebenezer

Stetson, who lived on North River. Captain Noah, Jr., the shipbuilder, mar. in 1812, Esther Stetson. She was born in Scituate in 1785, and died in 1863.

CHILDREN OF CAPT. NOAH AND ESTHER STETSON BROOKS.

1. Williams Barker, mar. Alvira W. Rice, and they have had nine children whose names are given below. 2. Esther Stetson, mar. Seth Pettee, and had one child, Noah Brooks, d. aged 11 mos. 3. Nancy. 4. John. 5. Lydia Sophronia, mar. Joseph Winsor, Jr., and had one child, Francis Herbert. 6. Sarah Copeland. 7. Hannah Elizabeth, mar. Benjamin B. Converse, and has had five children; two now living, Herbert Brooks and Frank Buttelle. 8. Noah Warren, d. aged 8 mos. 9. Maria Warren, mar. Francis B. Little.

CHILDREN OF WILLIAMS BARKER AND ALVIRA W. BROOKS.

1. Mary Alvira Briggs, d. aged 8 mos. 2. Marion Williams. 3. Noah Walter. 4. Ella Maria. 5. Esther Stetson. 6. Williams Barker. 7. Antoinette Parsons. 8. Agnes Alvira. 9. Laura Alice.

*James Sylvester Briggs* and *Barnabas W. Briggs*, built at the Harbor as early as 1834. They first occupied the Samuel Kent yard and opposite the residence of John Beal. There they built three schooners. They then removed down to the lower wharf, to the Will James yard, back of the old Dunbar store. This yard had been occupied prior to this time by *Abijah Otis*. They were descendants of Walter, who was in Scituate in 1645. (See Briggs yard). Walter had a son, Lieut. James, who had a son Benjamin, b. in 1695. His son was James Briggs, b. Nov. 16, 1735, the veteran town clerk, which office he held for twenty-five years, and was generally called "Clark Briggs." He lived a half-mile south of Stockbridge's mill, and died in 1834, aged 99 years. His son Joseph, b. 1776, was father of James Sylvester and Barnabas W. Briggs.

*James S. Briggs* mar. Selina Curtis, Nov. 16, 1823, and had children: 1. Selina Curtis, b. Oct. 26, 1824. 2. Cynthia Miriam, b. Oct. 6, 1829. 3. Hannah Wade, b. Oct. 29, 1833. Selina married Perry L. Parker, Nov. 25, 1849, and had six children: Perry Llewellyn, b. Nov. 9, 1853. Ida Virginia, b. July 11, 1855. Joseph Sylvester Briggs, b. Aug.

8, 1857. George Scarboro, b. Sept. 3, 1859. Selina Miriam, b. Oct. 6, 1863. Willie Grant, b. April 29, 1866. CYNTHIA M. mar. Anthony Gray, Mar. 15, 1868; no children. HANNAH W. mar. George W. Bailey, Nov. 26, 1856, and had two children, Herbert Briggs, b. Sep. 28, 1857, and Job Foster, b. June 14, 1865.

*Barnabas W. Briggs*, mar. Deborah Otis Jan. 17, 1831, and had children: 1. Emeline A., b. Nov. 9, 1832. 2. Ellen Deborah, b. Feb. 16, 1835. 3. Joseph Otis, b. Nov. 9, 1836. 4. Caroline Elizabeth, b. Jan. 15, 1845. 5. Julietta F., b. Sep. 27, 1846. EMELINE A. BRIGGS d. June 7, 1886, while teaching in the Florida Institute, at Live Oak, Fla. ELLEN DEBORAH mar. Luther Paul Nov. 18, 1869, and had six children: Helen Florence, b. Jan. 5, 1870. Luther Gordon, b. July 29, 1871. Twin girls, b. Jan. 16, 1873. Harriet Otis, b. Nov. 22, 1874. James Irving, b. July 29, 1876. JOSEPH OTIS, mar. Elsie Orcutt Dec. 31, 1869, and had one child, Elsie Gertrude, b. June 15, 1871. Julietta F. mar. W. Webster Lunt, Mar. 1, 1870, and had five children. Grace Webster, b. Sep. 11, 1872. Albion Wallace, b. Oct. 14, 1874. W. Webster, b. June 6, 1877. Twin boys, b. Feb. 3, 1884.

James Sylvester Briggs was usually called Sylvester Briggs, which cognomen will be generally used here. The sterns of their vessels at the lower yard were nearly up to the back of Dunbar's store.

*Otis Briggs*, belonging to another branch of this family, built at the Harbor in 1831 the sch. "PYRETUS," 57 tons of Scituato, a fishing schooner. John and Peleg Jenkins, John Beal, Jesse Dunbar and Elijah Jenkins, Jr., owners. (See Briggs' yard, North River.)

*83 Mr Briggs*  
*84 years*

is now living at Scituato Centre, and is a remarkably well-preserved man, with almost perfect memory at the age of eighty-four, having been born May 20, 1805. He has given the author much valuable information about the shipbuilding at the Harbor, and on North River. (See Briggs Yard on North River.) James Sylvester Briggs was the master carpenter of

most of the vessels built by him and his brother. Together they built in 1834 the sch. "SCITUATE," a fishing schooner of 86 tons, of Scituate; Cummings Jenkins, measurer; owners, Perry P. Coleman, John Beal, Peleg Jenkins, Justin Litchfield, Sceva Chandler, David Coleman and Atwood L. Dunbar, of Scituate. Capt. Cole commanded her on her first voyage, and Capt. Alexander Anderson was mate. She was finally sold to Provincetown, and used also as a whaler by R. A. Barnard, of New York, by whom she was sold in 1838. The Briggses built in 1835 the sch "LAPWING," 64 tons. James S. Briggs, master and part owner; also John Beal, Peleg and David S. Jenkins, George M. Allen, Shadrach Briggs and Charles Vinal, of Scituate, owners. Sylvester and Barnabas Briggs went the first voyage in the "Lapwing" fishing and coasting. Shadrach B. Curtis and Andrew Cole went in her several fishing voyages. The next year after she was built, Capt. McCloud, 3rd, took her, then Capt. Smith, and about 1844, Capt. Anderson. Sylvester and Barnabas Briggs built in 1837 the sch. "LYDIA & POLLY," of Scituate; owned by Charles Vinal, Capt. Anthony Waterman, Shadrach Briggs and David S. Jenkins, of Scituate. The "Lydia & Polly," was named for Capt. Waterman's two daughters who lay dead in his house at one time afterward. In 1838 the sch. "POCAHONTAS," a fishing vessel of 41 tons; owned by James S. and B. W. and Shadrach Briggs, Henry T. Otis, Benjamin Brown, Jr., and Justice Litchfield, was built by the Briggs Bros. Also in 1839, the sch. "STAR," 23 tons, owned by John Beal, John C. Jones, John, Peleg and Elijah Jenkins, Sr., Noah Jenkins, Jr., Reuben C. Bates and Seth Webb, of Scituate; used as a fishing vessel. In 1839 the sch. "COHANNET" was built in Scituate, a fisherman of 82 tons, oak, iron and copper fastened; owned in 1865 by Kent and others, Boston. In 1867 she was whaling in the Pacific. In 1874 was sold to Fair Haven, and in 1877 went on a whaling voyage. The sch. "PLANET," was built by the Briggses for Capt. Curtis, of Scituate.

In 1841, the bark "JAMES W. PAIGE," 198 tons, oak, copper fastened, was built in Scituate, Mass., by *J. O. Curtis*, and owned, in 1859, by Benner & Deake, N. Y., Capt. Jones. Half poop deck. *J. O. Curtis* afterward removed with his family to Medford.

In 1841, the sch. "SARAH," 63 tons, was built by *William Vinal* at Melzar Turner's yard, and used as a packet between



Ab W. Briggs 84 years



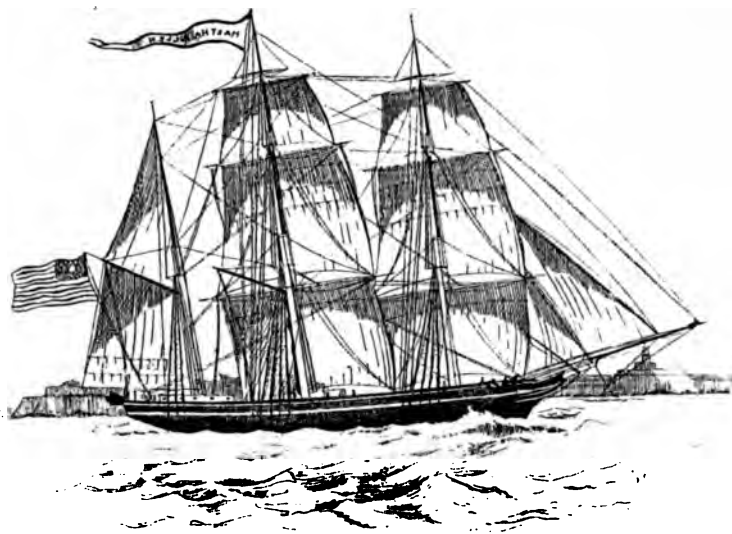


Scituate and Boston, afterward sold south. William Vinal also built, in 1843, the sch. "MARY," 73 tons, of Scituate. William Vinal was father of Capt. Henry Vinal, the master carpenter of this vessel. Capt. Henry A. Vinal was born in 1805, and is now living at Scituate Harbor, bright as a new dollar, and with feelings as young as a boy of sixteen. He has a smart, light step, good lungs and constitution probably strengthened by his long sea life. He commenced his sea life when but ten years old in the capacity of cook on the sch. "Adventure," 75 tons, built "up the harbor," and owned by his father, William Vinal. At eighteen years of age he was captain of her, and sailed to Virginia, North Carolina and other Atlantic coastline states; also Texas, where he met Samuel Houston, afterward governor, whom he describes as "a hale fellow well met." He next went coasting and fishing in the sch. "Ontario," which he says was built by C. O. Briggs. About 1845, Sylvester Briggs built the bark "J. A. JESUROON." She was built for J. A. Jesuroon, a foreigner, who owned one-third of her. Capt. Vinal and others were interested in her. While she was lying at her wharf in Boston, loading for a foreign voyage, Capt. Vinal was asked how much he would take for her. "\$10,000," he replied. She was sold and fitted out for California in 1849. Capt. Vinal, when at Curacoa during one of his voyages, got the merchants and others quite interested telling them about our rabbits, describing them, of course, as having long ears, short tails and "how soft they were," and "how they would jump," and they asked him to bring some down at any price. When he returned home he set the boys to work with their box-traps and got quite a number which he took down to Curacoa. It was really a financial success as the merchants paid him \$2.00 for the rabbits, \$2.00 for catching them, and \$2.00 for taking them down, making \$6.00 apiece.

The Briggs Brothers built the "DRAPER," sold to Boston; also the "GOLDEN HORN," for Souther of Cohasset. The "J. SETTER," a sch. of 58 tons, owned, in 1874, at Turk's Island, was also built at the Harbor; she was built in 1846, of oak, iron and copper fastened. Sylvester and Barnabas Briggs built, in 1845, the sch. "JOHN J. EATON," 43 tons, owned by Shadrach B. Curtis, Seeva Chandler, Edw. F. Porter, Benj. Brown, Jr., Joseph Northy, J. S. Briggs, George M. Allen, Dexter and Charles Vinal, Scituate. The Briggses built the same year, 1845, the brig "CLARENDON," 182 tons;

owners, Chandler Clapp, Benjamin Brown, Jr., and Shadrach Briggs of Scituate. In 1846, they built the sch. "OTIS," 87 tons; owners, George M. and William P. Allen and John Manson, Scituate; she was built of oak, iron and copper fastened, repaired in 1867, and owned, in 1875, by R. Murray Jr., Capt. Cutts, master, N. Y. In 1847, they built the sch. "CLARA JANE," 68 tons, owned in Plymouth in 1884. The sch. "BELLE," of about 35 tons, built at the Harbor, is now lying there condemned and useless. Sylvester and Barnabas Briggs built, in 1848, two vessels, viz.: sch. "SEARS & J. ROGERS," 31 tons, of Orleans, Mass., and the slp. "TAGLIONI," 34 tons, owned by Shadrach B. Curtis and James S. Briggs, Scituate, and used as a Boston and Scituate Packet. In 1849, they built the bark "MARTHA ALLEN," 283 tons; owners, Joel L. and John Manson and George M. Allen of Scituate; she had one deck and beams built of oak, and was iron and copper fastened. Capt. Joel Manson went master, but left her on her arrival home, being sick. He died in Feb., 1851. Capt. King took her and, on a voyage to Rio de Janeiro was taken sick and put in at the Cape de Verde Islands, where he died, the mate coming home master of her. She was owned, in 1859, by G. F. Schmidt, Hamburg, and sailing under the German flag.

In 1848-49, a company of ship carpenters, with *William Briggs* as *foreman*, built a vessel at the Harbor on their own account. This was the sch. "SARAH BROOKS," 76 tons, of Scituate; she was launched in 1849; owners, Robert Cook, Israel Nichols, Asa R. Lewis, Joseph and Franklin Damon, Charles Ellms, 2nd., David and William Briggs, John L. Whittaker, Joseph Drew, Asa L. Hatch and Luther A. Tilden, Scituate, and Elbridge Wyman, Boston. Israel Nichols was master of this vessel. This was after he was discharged from the almshouse, where he had been confined five or six years in the old iron cage, being insane. After he was let out he lay on the ground for a time, really breathing in the very earth, and soon he appeared to be all right. He commanded the "Sarah Brooks," fishing in the summer and coasting as far as the Carolinas in the winter. On her last voyage he got as far as Provincetown with her twice, and returned each time on account of bad weather. Ichabod Cook then took the vessel and sailed from Scituate, but neither she nor any of the crew were ever heard from afterward.



**BARK "MARTHA ALLEN," 283 TONS.**  
**Built at Scituate Harbor, in 1849, by J. S. Briggs.**



*Sylvester and Barnabas Briggs* built about this time a SCHOONER, of about 90 tons, for Capt. Loring Bates and one or two SCHOONERS, names unknown. They also built, in 1851, the sch. "ANTELOPE," 65 tons; she drew 9 feet of water, was built of oak, iron, and copper fastened; in 1872 was owned by F. M. Freeman of Provincetown, Capt. Thomas Paine, and in 1884 in Camden, Me. They built, in 1854, the bark "DANIEL," said to have been named for Daniel Phillips who lived next west of Nelson's at Marshfield. She was of 240 tons, 110 feet long, 26 feet broad, of oak, iron and copper fastened, yellow metalled in 1864, and owned, in 1874, by Spearwater, of Nassau and sailing under the British flag, Capt. George H. Chisholm. There is a story that the Halls built a "Daniel" at the ferry which was named for Daniel Phillips. In that case this is probably another vessel, and was not named for Mr. Phillips. In 1856, J. Sylvester Briggs built the bark "EVANGELINE," 488 tons, owned, in 1861, by W. S. Bartlett of Boston, Capt. Bartlett; owned, in 1865, by W. S. Bartlett, London, Capt. Grey. W. F. Weld is said to have been interested in this vessel at one time. The sch. "OCEAN BELLE," 55 tons was built in Scituate, in 1860, by the Briggses for Abel Vinal; she was owned in 1884 in New York. The last vessel built by Sylvester and Barnabas Briggs was the bark "EVELINE," 650 tons, for Capt. Jos. Smith of Cohasset; she was begun Feb. 10, 1859. She made a remarkably quick passage on her first trip, arriving at her port two days before she was due.

The sch. "S. R. SOPER," 130 tons, was built in Scituate in 1832, and owned and sailed by Robert O. Soper in 1865, whaling; she was lost on Bird Island, May 25, 1870. In 1836, the sch. "WM. ALLEN," 99 tons, of Provincetown, was built in Scituate. Also the "LYCEUM" was built at Scituate Harbor for Melzar Litchfield, and afterward lost at sea.

About 1837 *Melzar S. Turner* \* came down from Pembroke and built just above the upper wharf by the mill and opposite the residence of Capt. Henry Vinal. Melzar Turner mar., for his first wife, a sister of William Turner. By her he had two children: George and Julia. George went to Liverpool, Julia is deceased. Melzar Turner mar., secondly, Emma, dau. of Israel Merritt. By her he had two children: one is now living

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\* See Brick-kiln Yard.

in Marshfield, a Mrs. Rogers. Melzar Turner mar., for his third wife, Harriet, dau. of Dea. Israel Cudworth of Scituate; by her he had six children, five of whom are now living, viz.: 1. Henry James, who is in Detroit, Michigan, with Culvert & Co. 2. Charles Everett, residing in Mattapan, Mass. 3. Danforth Fish, residing in Waltham, Mass. 4. Jennie, living in Cambridge. 5. May, living in Cambridge. Melzar Turner built alone until *Luther Briggs*, who had built in company with him at the Brick-kiln yard, came down and helped him finish a vessel. From this time *Turner & Briggs* built more or less together at both yards until 1848, when they gave up the Pembroke yard, and built only at the Harbor.

At Scituate Harbor Melzar Turner built the brig "FRANKLIN," the brig "HIGGINS," the sch. "WILLIAM SOPER," and the sch. "MORRIS." We have been unable to ascertain in what years these vessels were built. Melzar Turner built, in 1837, the sch. "REAPER," 94 tons, of Scituate; Elijah Jenkins, Jr., and Seth Webb, owners, afterward sold to Boston; and the same year, 1837, the sch. "ORIANNA," 111 tons; Chandler and Albert Clapp, John Beal and Peleg Jenkins, owners; in 1838, he built the sch. "ONTARIO," 92 tons; Elijah Jenkins, Jr., Seth Webb, Henry F. Vinal and Francis Thomas, owners. In 1841, there was built here the bark "TURK," 197 tons, of Boston, by Melzar S. Turner, master carpenter; owners, Alpheus Hardy, of Boston, and others, who afterward had another vessel built here named the "Young Turk." Melzar Turner built, in 1842, the bark "LAWRENCE," 198 tons, of Boston. She was built of oak, copper fastened; owned, in 1863, by Fabins of Salem, Capt. Puling. She was often registered as the "*Laurence*." The same year, 1842, the slp. "SINUS," 55 tons, was built at Scituate Harbor, by Melzar S. Turner, master carpenter; William Vinal, owner and, in 1843, the bark "ZULETTE," 198 tons, of Boston.

In 1845, *Luther Briggs* was the master carpenter, and this year the brig "ARGUS," of 130 tons, was built at Scituate Harbor by the firm; Chandler and Henry Clapp, Peleg T. and David S. Jenkins, Luther Briggs, Caleb W. Prouty and Isaac Litchfield, of Scituate, and others, were the owners. The sch. "TALISMAN, 73 tons, oak, copper and iron fastened was built in Scituate in 1845, and owned in 1865, by Hicks & Bell, N. Y., Capt. E. G. Conner; large repairs were

made on her in 1860. *Briggs & Turner* also built the brig "SAMUEL SOPER," and two vessels named "MARY." They built a fishing and coasting schooner in 1846; this was the sch. "SPARTACUS," 92 tons, of Scituate; owners, Perry L. Parker, Edward F. Porter, Caleb W. Prouty, Peleg T., Noah and Reuben Y. Jenkins, Benjamin Swan, Jr., Joseph Northey, Thomas M. Hatch, Walter Wall and Melzar S. Turner, of Scituate, Luther Briggs, of Pembroke, and others; she was sold and fitted out for California during the gold fever of 1849. During the two years before she was sold, Capt. Anderson, a part owner, went master of her. Capt. Alexander Anderson was born in Scituate Harbor in 1817. When about nine years old, he went in the schooner "Olive Branch," Capt. Stetson, one season, afterward in the schooner "Danube," as stoward, with his uncle, Capt. Damon, for six years, when he left her, being then master. In 1839, he went as mate in the "Huron," (built at Brooks & Tilden's Yard), afterward in the sch. "Globe" from North Carolina; he then went in a Hingham schooner, and in the sch. "James Otis" (built at Brick-kiln Yard), coasting and fishing. He was master of the "Spartacus" for two years, when he bought one-half of the sch. "Almira," built at Boothbay; after commanding her three years, he sold her and went into the wrecking business, getting wrecks off the coast, or breaking them up if there was no chance of saving them. In this business he has assisted at one hundred and seven wrecks, and he remembers the particulars of each. Between his voyages in his early days he worked painting vessels on Hall's Yard and on Cushing O. and Henry Briggs' Yard. Capt. Anderson still lives at the Harbor and continues in the wrecking business.

Briggs & Turner built at the Harbor, in 1846, the sch. "BAY STATE," 90 tons, Luther Briggs and Melzar Turner, master carpenters; owners, Caleb W. Prouty, Peleg T. and David S. Jenkins, Thomas J. Curtis, Daniel Broughton, Edward F. Porter, Anthony Chubuck, James H. Merritt, Asaph A. Faxon, Thomas Clapp, Sceva Chandler and Melzar S. Turner, of Scituate, Luther Briggs, of Pembroke, and John Lewis of Marshfield; built of oak, iron and copper fastened, half deck, owned, in 1865, by Coburn & Ray, Capt. Corey, Rockland. In 1848, they built the sch. "EXCEL," 74 tons, owned, in 1884, at Boston, and registered as 52 tons. There was also built here, in 1848, the sch. "FLORA," 70 tons, of oak, break cabin, break two decks; owned, in 1861,



by N. D. Scudder & Co., Barnstable, Capt. J. B. Sears; owned, in 1876, by Owen Bearse at Boston. The "Almatia" is the last vessel we have found recorded as having been built at the Harbor by the firm of Briggs & Turner. The bark "ALMATIA," 475 tons, was built by Briggs & Turner, in 1856, at Scituate, Mass.; owned, in 1861, by A. H. Power and others, of Cohasset, Mass., and by the Captain, J. H. Smith.

Mr. Turner had for several years been a member of the firm of *Turner, Otis & Cole*, (Melzar S. Turner, Edwin Otis, Andrew Cole.) This firm occupied the yard back of the store at Dunbar's wharf at the head of Will James' dock, and nearly opposite the residence of Squire Dunbar. *Andrew Cole* was born in Scituate, and was son of Braddock Cole. He was a ship carpenter by trade, having served his time with Noah Brooks. He is now living in Scituate and unmarried. Here they built in 1847 the bark "UNION," 199 tons, of Boston; oak, copper and iron fastened; one deck, owned in 1859 by Clermont & Kendrick, Capt. Kendrick; owned in 1865 by Capt. G. Sellar, Geetsm'de. They also built here several whaling vessels and Philadelphia packets. Turner, Otis & Cole built here in 1847 the ship "HANNAH EDDY," 414 tons, of Boston. Edwin Young worked on the vessels "Hannah Eddy," "Selah," and "Daniel Davis." He says that in 1837, \$50,000 worth of vessels were built at the Harbor. He was born August, 1819, and worked in Charlestown, also in many yards on North River, painting vessels. He mar. Mary L. Litchfield, and had children, one adopted, Flora L., Perez L., Edwin A., Walter L., Camilla Urso. In 1848 the bark "MARY F. SLADE," 199 tons of Boston, was built at Scituate Harbor by Turner, Otis & Cole, built of oak, iron and copper fastened; owned in 1861 by A. A. Frazier, of Boston, Capt. Crowell. The bark "SELAH," of 199 tons, of Boston, was built here in 1848, by Turner, Otis & Cole, for Hardy & Baker, who used her in the Southern Packet Lines. She was built of oak, iron and copper fastened, single bottom, and drew twelve feet of water. She was bought from Boston in 1868, and sent whaling in the Atlantic and Indian Oceans, until she was condemned and sold at Panama, June 6, 1873. She was bought by J. M. McCooke, who repaired her, and in 1876 she was whaling from that port. The same year that Turner, Otis & Cole built the "SELAH," they built the brig "EMPIRE," 497 tons, built in 1848, sold to Boston, and owned in 1859 by Emery, of Boston, Capt. Osborn, and in 1861 by Post & Small, Boston.

In 1850 *Edwin Otis* was master carpenter of the sch. "SOUTH SHORE," 88 tons, of Scituate, a very fast vessel built of spruce, and running to Bangor in the lumber trade. She was owned by Edwin & Howland Otis, Jr., Ensign O. Beal and Benjamin Brown, of Scituate; she was owned in 1863 by Howland Otis at the Harbor.

Turner, Otis & Co. built in 1852 the sch. "JAMES WYMAN," 65 tons, owned by Robert Cook, James Wyman, Perry L. Parker, Franklin Damon, Seeva Chandler, Benjamin O. Tolman, John D. and Daniel Torrey, Jr., Thomas L. Prouty, Henry Hyland and Archibald Mitchell, all of Scituate; owned in 1863 by E. H. Cook, in Vinal Haven, Capt. Buckmaster, and used as a fisherman. They also built a vessel named "MARY." The sch. "EMMA V.," 149 tons, was built in Scituate in 1852. She had a trunk cabin, was built of oak, copper and iron fastened; owned in 1865 by Boardman & Sanderson, Provincetown; Capt. Pondor. The bark "YOUNG TURK," 300 tons, two decks, oak, copper and iron fastened, was built at Scituate Harbor in 1853 by Turner and others; owned in 1859 by Hardy and others, Boston; Capt. Harding. She was a very successful vessel, and used in the Mediterranean trade, where she paid for herself several times, and was finally lost off the Gut of Canso. In 1854 there were two vessels built here. The bark "SARAH," 260 tons, oak and pine, iron and copper fastened; owned in 1859 by Vose, Livingstone & Co., New York; Capt. C. S. Stephens; in 1865 by Pendergast Bros., Barbadoes; Capt. J. Boyd; and she was afterward called the "*Nellie Fenwick*." The sch. "LINNELL," 177 tons, was built in Scituate in 1854; owned in 1861 by Capt. Freeman, of Orleans, Mass; Capt. Freeman, break deck. The sch. "A. F. LINNELL," 176 tons, was built in Scituate in 1855; owned and sailed in 1861 by Capt. Freeman, of Orleans. The sch. "FOUR BROTHERS," a fishing sch., 53 tons; was built in Scituate in 1857; owned in 1865 by N. Chase, of Harwick; Capt. A. S. Chase. The last vessel whose record we have that was built at the Harbor was the sch. "METEOR," 116 tons; built in Scituate in 1864; owned at Boston in 1884. This was probably the last vessel built at the Harbor.

"Upon North River's banks no more  
The builder's axe is heard;  
No more the new-launched boat before  
The quiet tide is stirred.

No keel the careful master lays  
The idle stream beside ;  
Nor longer down the smoking ways  
The shapely vessels glide.

“ Still, bidden by the circling moon,  
The salt tides come and go,  
And crimson dawn and golden noon  
Along the marshes glow.  
But down the ebb no brave barks float,  
All's calm as when of yore  
The Indian drove his birchen boat  
Along the wood-hung shore.

“ Yet once on either busy bank  
The workman's hammer rang,  
And many a ship of goodly rank  
To the fair river sprang.  
What seas they sought ! What perils dared !  
What fate was theirs at last !  
In sunless gulfs of ocean snared,  
Or on some lee-shore cast !

“ But here the historian's faithful pen  
Once more their canvas spreads,  
And on his well-wrought deck again  
The master builder treads.  
Floats once again the storied stream  
Its freight of shipping down,  
And dark hulls glide and bright sails gleam  
By every busy town.

“ From out the past this book reclaims  
What record it may give,  
And bids these else forgotten names  
Upon its pages live ;  
While still by meadow-margined ways,  
North River seeks the deep,  
Forever past its working days,  
And come its time to sleep.”

E. A. O.



# A LIST OF VESSELS

BUILT ON NORTH RIVER AND AT SCITUATE HARBOR.

NAME.	TON- NAGE.	RIG.	BUILT	TOWN OR YARD.	Page
Aaron	43	sch.	1787	Brick-kiln	173
Abbie Bradford	114	sch.	1860	Barstow & Waterman, Fox Hill	143
Abigail	50	slp.	1784	Brooks, Tilden & Taylor	272
Abigail Little	20	slp.	1819	Rogers Yard	212
Abigail & Elizabeth	80	brigantine	1707	Block House	261
Abigail & Sarah	60	brigantine	1705	Miscel. Scituate	339
Abraham	—	brig	1847	Torrey, Block-house	271
Abram	168	brig	1848	Barstow & Waterman, Fox Hill	141
Acastus	343	ship	1811	Briggs, Brick-kiln	181
Adams	77	sch.	1803	Barstow "Two Oaks"	101
Adams	111	sch.	1825	Briggs Yard	317
Adelia Rogers	199	bk.	1849	Barstow & Waterman, Fox Hill	141
Adeline	99	sch.	1835	Briggs & Turner, Brick-kiln	196
Adventure	50	brigantine	1696	Miscel. Scituate	337
Adventure	15	slp.	1698	Scituate Harbor	366
Adventure	60	brigantine	1702	Wanton	218
Adventure	40	brigantine	1702	Wanton	218
Adventure	50	ship	1701	Miscel. Scituate	339
Adventure, lately the Handol	60	brigantine	1705	Chittenden Yard	244
Adventure	50	brigantine	1707	Wanton	218
A. F. Linnell	176	sch.	1855	Scituate Harbor	391
Agnes	53	sch.	1842	Miscel. Scituate	344
Albion	28	slp.	1823	Foster & Co. Wanton	235
Alert	164	brig	1796	Miscel. Hanover	130
Alexander	133	brig, aft. ship	1796	Brick-kiln	174
Alexander	74	sch.	1848	Miscel. Scituate	344
Alexander Hodgden	377	ship	1801	Delano, Wanton	224
Alexandria	206	brig	1832	Briggs, Brick-kiln	184
Allen	127	sch., aft. Her. brig	1838	Barstow Lower Yard	111
Allen King	206	brig	1843	Brooks & Tilden	279
Almatia	475	bark	1856	Briggs & Turner, Scituate Harbor	390
Almina	175	bark	1835	Waterman & Bates, Fox Hill	138
Almira	86	sch.	1801	Torrey, Chittenden Yard	250
Almira	178	brig	1805	Turner, Brick-kiln	174
Almira	—	sch.	183—	Souther & Cudworth, Chittenden Yd	257
Alonzo	—	ship	1804	Miscel. Hanover	130
Amazon	107	sch.	1804	Samson, No. River Bridge	70
America	49	sch.	1784	Miscel. Hanover	129
America	50	sch.	1787	Miscel. Hanover	129
America	47	sch.	1787	Stutson, Wanton	222
America	220	ship	1792	Briggs Yard	310
America	280	ship	1803	Smith Yard	93
America	362	ship	1810	Turner, Miscel. Hanover	126
America	—	ship	1812	Foster, Wanton	230
America	81	sch.	1832	Souther & Cudworth, Chittenden Yd	256
American	283	ship	1827	Barstow Lower Yard	107
Amity	25	brigantine	1700	Scituate Harbor	367
Amity	65	bk.	1701	Block-house	260
Amity	50	slp.	1705	Miscel. Scituate	339
Anulet	153	brig	1831	James & Torrey, Block-house	271
Andrew and Samuel	80	ship	1696	Miscel. Scituate	337
Angel	71	sch.	1830	Miscel. Scituate	344
Angel	157	brig	1836	Briggs Yard	321
Ann	296	ship	1804	Kingman, Miscel. Hanover	126
Ann	340	ship	1815	Barstow's "Two Oaks"	101
Ann	204	brig	1816	Briggs, Brick-kiln	193
Ann Caroline	190	brig	1845	Barstow Lower Yard	119
Ann Rosina	123	sch.	1816	Tilden, Block-house	269
Annawan	299	ship	1801	Briggs, Brick-kiln	181
Anne	35	slp.	1703	Briggs Yard	285
Antarctic	101	sch.	1851	Barstow & Waterman, Fox Hill	142
Antelope	65	sch.	1851	Briggs, Scituate Harbor	387
Apollo	139	brigantine	1792	Smith Yard	89

NAME.	TON- NAGE	RIG.	BUILT	TOWN OR YARD.	Page
Arcturus	300	ship	1804	Brick-kiln	175
Argo	221	ship	1795	Rogers Yard	212
Argus	130	brig	1845	Briggs & Turner, Scituate Harbor	388
Arthur Pickering	254	bk.	1847	Briggs, Turner & Smith, Brick-kiln	197
Asia, aft. Fernando Septimo.	274	ship	1803	Foster, Wanton	220
Atlas	360	ship	1815	Foster & Sons, Wanton	231
Attila	206	brig	1833	Clapp & Foster, Wanton	239
Augustus	325	ship	1806	Delano, Wanton	225
Aurelia	69	sch.	1832	Torrey, Block-house	271
Aurora	244	ship	1799	Smith Yard	89
Avon	209	bk.	1831	Briggs Yard	320
Bachelor	—	sch.	1794	Stutson, Wanton	222
Bachelor	44	sch.	1786	Chittenden Yard	246
Baltimore	130	sch. aft. brig	1820	James & Torrey, Block-house	271
Baltimore	169	brig	1833	Foster & Co., Wanton	240
Banker	73	sch.	1816	Foster & Co., Wanton	233
Banker	75	sch.	1818	Barstow Lower Yard	104
Barclay	166	brig	1828	Turner, Palmer & Magoun, No. River Bridge	74
Bay State	90	sch.	1846	Briggs & Turner, Scituate Harbor	389
Beaver	—	ship	177—	Thomas, Brick-kiln	164
Beaver	—	ship	1791	Brick-kiln	167
Beaver	29	sch.	1814	Turner, Fox Hill	133
Becca or Beckey	54	sch.	1784	Block-house	261
Bedbug	—	slp.	1817	Foster & Co., Wanton	233
Bedford	180	sch., then brig't'n aft. ship	1772	Thomas, Brick-kiln	169
Bedford	253	ship	1793	Briggs Yard	310
Bee	33	sch.	1777	North River	48
Belle	35	sch.	18—	Scituate Harbor	386
Benjamin	20	slp. aft. brig't'n	1698	Wanton	217
Benjamin	30	slp.	1705	Miscel. Scituate	339
Benjamin	188	ship	1801	Samson, No. River Bridge	70
Benjamin Franklin	164	brig	18—	Briggs, Brick-kiln	195
Betsy	51	sch.	1787	Miscel. Scituate	343
Betsy	43	sch.	1788	Miscel. Hanover	129
Betsy	51	sch.	1790	Miscel. Scituate	343
Betsy	33	sch.	1793	Randall, Miscel. Pembroke	83
Betsy	111	sch. aft. brig	1794	Torrey, Chittenden Yard	247
Betsy	121	sch.	1795	Rogers Yard	207
Betsy	35	sch.	1795	Vinal, Scituate Harbor	368
Betsy	37	sch.	1796	Randall, Miscel. Pembroke	83
Betsy	95	sch.	1796	Torrey, Chittenden Yard	247
Betsy	60	sch.	1798	Vinal, Scituate Harbor	369
Betsy	—	ship	1799	Smith Yard	90
Betsy	65	slp.	1802	Smith Yard	92
Betsy	—	sch.	1803	Miscel. Scituate	343
Betsy	91	sch.	1819	Torrey Block-house	270
Betsy & Mary	—	sch.	1817	Foster & Co., Wanton	233
Betsy & Polly	51	sch.	1817	Foster & Co., Wanton	233
Betsy Mercu	73	sch.	1816	Foster & Rogers, Wanton	243
Betty	40	slp.	1706	Miscel. Scituate	339
Billow	160	brig	1824	Briggs Yard	316
Billow	83	sch.	1829	Briggs Yard	319
Black Hawk	—	bk.	1834	Briggs, Brick-kiln	196
Blackthorne	30	slp.	1692	Wanton	217
Blackthorne	30	slp.	1694	Briggs Yard	284
Blessing	90	ship	1698	Scituate Harbor	366
Blossom	30	slp.	1713	White's Ferry	350
Boston	242	brig	1827	Wanton & Briggs' Yards	317 238
Boston	170	brig	1833	Foster & Co., Wanton	240
Britannia	163	ship	1784	Miscel. Hanover	129
Brothers	—	—	1805	North River	51
Byron	193	brig	1824	Copeland & Co., Fox Hill	136
Cadet	100	brigantine	1784	Brick-kiln	173
Caliban	311	ship	1811	Samson, No. River Bridge	70
Callisto	190	brigantine	1802	Kingman, Miscel. Hanover	126
Cameron	98	sch.	1799	Rogers Yard	206
Camilla	108	brigantine	1801	Smith Yard	92
Camilla	233	brigantine	1827	Foster & Co., Wanton	238

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Canowa	263	ship	1805	Briggs, Brick-kiln	181
Cashier	73	brig	1819	Copeland, Ford & Pratt, Fox Hill	135
Casket	155	brig	1833	James & Torrey, Block-house	271
Caspian	—	—	—	Foster, Wanton	229
Catharino	85	slp.	1793	North River	48
Catharine	61	sch.	1817	Briggs Yard	313
Catherine	70	sch.	1817	Turner, Brick-kiln	195
Catherino	—	—	1848	Briggs & Smith, Brick-kiln	197
Cent	—	brig	—	Barstow's "Two Oaks"	101
Centurion	47	sch.	1786	Miscel. Scituate	343
Century	280	ship	1806	Miscel. Hanover	130
Charles	30	brigantine	1703	Scituate Harbor	367
Charles	40	brigantine	1709	Block-house	261
Charles	123	sch.	1804	Delano, Wanton	225
Charles	—	ship	1805	North River	51
Charles	62	sch.	1825	Briggs & Turner, Brick-kiln	191
Charles & Henry	337	ship	1832	Barstow Lower Yard	108
Charleston & Liverpool	325	ship	1806	Kingman, Miscel. Hanover	126
Charlotte [Packet]	154	ship.	1800	Kent, Scituate Harbor	380
Chatham	65	sch.	1844	Miscel. Scituate	344
Chester	86	sch.	1842	Briggs & Turner, Brick-kiln	197
Chickasaw	171	brig	1832	Foster & Co., Wanton	239
Cicero	227	ship	1799	Smith Yard	90
Clara Jane	68	sch.	1847	Briggs, Scituate Harbor	386
Clarendon	182	brig	1845	Briggs, Scituate Harbor	385
Clarinda	64	sch.	1825	Souther & Cudworth, Chittenden Yd	255
Clay	299	ship	1818	Barstow Lower Yard	104
Cohannett	82	sch.	1839	Briggs, Scituate Harbor	384
Columbia	220	ship	1773	Briggs Yard	298
Columbia	59	sch.	1828	James, Block-house	271
Columbia	285	ship	1829	Barstow Lower Yard	108
Columbia	75	sch.	1834	Briggs Yard	320
Columbia	131	brig	1835	Briggs Yard	321
Columbian Packet	220	ship	1802	White's Ferry	351
Columbine	270	ship	1802	Delano, Wanton	225
Columbus	—	ship	1819	North River	51
Combine	99	sch.	1820	Foster & Co., Wanton	235
Commerce	241	ship	1795	North River	48
Conancket	—	sch.	1848	Cudworth, Chittenden Yard	257
Conclusion	109	sch.	1798	Rogers Yard	206
Constitution	325	ship	1821	Barstow Lower Yard	105
Content	30	slp.	1700	Miscel. Scituate	338
Content	120	ship	1702	Chittenden Yard	244
Cordelia	252	ship	1805	Samson, No. River Bridge	70
Cordova	—	sch.	1838	Briggs, Brick-kiln	196
Corel	335	ship	1823	Miscel. Hanover	130
Cornelia	—	sch.	1831	Briggs & Turner, Brick-kiln	196
Cronstadt	273	brig	1829	Briggs Yard	317
Cumberland	183	brigantine	1801	Briggs, Brick-kiln	181
Cushing	78	sch.	1802	Briggs Yard	310
Cyrene	58	sch.	1819	Turner & Turner, Fox Hill	135
Cyrus	328	ship	1821	Foster & Co., Wanton	235
Daniel	72	sch.	1825	Hall's, White's Ferry	356
Daniel	240	bk.	1854	Briggs, Scituate Harbor	387
Daniel Davis	—	—	—	Scituate Harbor	390
Daniel Francis	113	sch.	1838	White's Ferry	361
Daniel Webster	264	bk.	1836	Barstow Lower Yard	110
Daniel Webster	—	sch.	—	Halls, White's Ferry	360
Danube	71	sch.	1828	Turner, Brick-kiln	192
Deane	89	sch.	1846	Barstow Lower Yard	120
Debby	107	brig	1792	Brooks, Tilden & Taylor	273
Dedalus	—	ship	1800	Smith Yard	90
Defiance	25	sch.	177-	No. River Pilots	54
Deposit	125	sch., aft. brig	1834	Hall's, White's Ferry	360
Desire	16	slp.	1678	Briggs Yard	284
Diana	51	slp.	1783	Brick-kiln	173
Diana	30	sch.	1786	Miscel. Scituate	343
Diana	52	sch.	1791	Miscel. Hanover	129
Diana	—	brig	1825	Foster & Co., Wanton	236

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Diligence	—	—	17—	Smith Yard	89
Diligent	81	sch.	1786	North River	48
Dispatch	139	brig	1795	Keene, White's Ferry	351
Dolphin	100	ship	1696	Miscel. Scituate	337
Dolphin	30	slp.	1710	Block-house	261
Dolphin	24	sch.	177—	No. River Pilots	53
Dolphin	51	sch.	1786	Briggs Yard	309
Dolphin	44	sch.	1787	Miscel. Scituate	343
Dolphin	122	brig	1793	Keene, White's Ferry	351
Dolphin	78	slp.	1794	Brick-kiln	174
Dolphin	49	sch.	1799	Thomas, Brick-kiln	174
Dolphus	32	sch.	1783	Brick-kiln	173
Dorothy	30	brigantine	1700	Briggs Yard	285
Dorothy	40	brigantine	1704	Miscel. Scituate	338
Dorothy	50	ship	1708	Block-house	261
Dorothy	60	ship	1710	Block-house	261
Dove	100	ship	1699	Wanton	217
Dove	45	brigantine	1704	Miscel. Scituate	338
Dove	30	slp.	1706	Scituate Harbor	368
Dover	166	brig	1833	Hall's, White's Ferry	360
Dover	87	sch.	1833	Hall's, White's Ferry	360
Dragon	65	bark	1701	Scituate Harbor	367
Dragon	40	brigantine	1702	Scituate Harbor	367
Draper	—	—	—	Briggs, Scituate Harbor	385
Dray	—	sch.	—	Hall's, White's Ferry	366
Dubartus	25	slp.	1694	Chittenden Yard	244
Eagle	30	slp.	1711	Block-house	261
Eagle	107	sch.	1801	Kent, Scituate Harbor	390
Eagle	—	—	1818	North River	51
Echo	197	brig	1832	Hall's, White's Ferry	359
Edie Little	70	sch.	1860	Taylor & Carver, Taylor	281
Edward	346	ship	1815	Eells, Smith Yard	94
Edwin	103	sch.	1836	Briggs, Brick-kiln	196
Eliza	98	sch.	1794	Rogers Yard	211
Eliza	106	sch.	1795	Rogers Yard	207
Eliza	108	sch.	1797	Randall, Miscel. Pembroke	83
Eliza	70	sch.	1798	Kent, Scituate Harbor	379
Eliza	99	sch.	1801	Scituate Harbor	368
Eliza	41	sch.	1802	Briggs, Brick-kiln	181
Eliza	165	brig	1802	Ford, Brooks, Tilden & Taylor	273
Eliza	39	sch.	1803	Turner, Miscel. Pembroke	82
Eliza Ann	312	ship	1811	Barstow's "Two Oaks"	101
Eliza Ann	99	sch.	1830	Turner, Brick-kiln	192
Eliza Barker	—	ship	1810	Miscel. Hanover	130
Elizabeth	20	slp.	1700	Miscel. Scituate	338
Elizabeth	20	slp.	1705	Block-house	260
Elizabeth	—	ship	1807	Foster, Wanton	230
Ellen	61	sch.	1831	Merritt, Miscel. Scituate	340
Elvira	—	brig	—	Briggs, Brick-kiln	181
Emily Cook	116	sch. aft. brig	1824	Torrey, Block-house	270
Emma Isadora	213	bk.	1838	Briggs Yard	321
Emma V.	149	sch.	1852	Miscel. Scituate & Scituate Harbor	391
Empire	497	brig	1848	Turner, Otis & Cole, Scituate Harbor	390
Endeavor	36	slp.	1703	Scituate Harbor	367
Endeavor	80	brigantine	1705	Wanton	218
Endeavour	20	slp.	1698	Miscel. Scituate	338
Enterprise	119	sch.	1806	Torrey, Chittenden Yard	250
Enterprise	—	ship	—	Torrey, Block-house	271
Eos	85	sch.	1818	Keene, White's Ferry	352
Equator	—	—	1818	North River	51
Erie	113	sch.	1838	Brooks & Tilden	279
Esther	—	sch.	1785	North River	48
Esther	135	brig	1835	Hall's, White's Ferry	360
Essex	—	ship	1796	North River	49
Eureka	—	—	—	Litchfield, Miscel. Scituate	342
Evangeline	488	bark	1856	Briggs, Scituate Harbor	387
Evelina	109	sch.	1799	Randall, Miscel. Pembroke	83
Eveline	650	bark	1859	Briggs, Scituate Harbor	387
Excel	74	sch.	1848	Briggs & Turner, Scituate Harbor	369
Expenditure	40	slp.	1702	Wanton & Barker, Wanton	218

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Fair Lady	104	sch.	1816	Samson, No. River Bridge	70
Fair Play	50	slp.	1803	Turner, Brick-kiln	174
Fairy	185	brig	1831	Halls, White's Ferry	359
Falcon	—	—	1822	North River	51
Falcon	128	ber. brig	1862	Barstow & Waterman, Fox Hill	143
Falkland	—	ship	1785	Thomas, Brick-kiln	167
Fame	140	brigantine	1785	Scituate Harbor	368
Fame	—	ship	1801	Smith Yard	92
Fame	—	brig	1801	Smith Yard	92
Fame	83	sch.	1807	Turner, Brick-kiln	174
Fame	47	sch.	1817	Turner, Fox Hill	134
Fanny	67	sch.	1794	Vinal, Scituate Harbor	368
Fanny	—	ship	1817	Miscel. Hanover	130
Favorite	74	sch.	1815	Foster, Wanton	229
Favorite	64	sch.	1788	Miscel. Scituate	343
Federal George	103	sch.	1794	Rogers Yard	208
Fish Hawk	41½	sch.	1787	Miscel. Scituate	343
Fish Hawk	46	sch.	1797	Vinal, Scituate Harbor	369
Five Brothers	93	sch.	1804	Briggs, Brick-kiln	181
Flora	306	ship	1801	Tiden, Block-house	264
Flora	151	brig	1829	White's Ferry	358
Flora	293	bk.	1831	Souther & Cudworth, Chittenden Yd	256
Flora	70	sch.	1848	Scituate Harbor	369
Florida	244	brig	1818	Briggs, Brick-kiln	184
Flying Fish	32	sch.	1787	North River	48
Forest Bell	44	sch.	1862	Merritt, Chittenden Yard	257
Forest Oak	62	sch.	1862	Merritt, Chittenden Yard	257
Fortune	339	ship	1809	Foster, Wanton	229
Foster	317	ship	1818	Foster & Co., Wanton	234
Four Brothers	53	sch.	1811	Litchfield, Miscel. Scituate	341
Four Brothers	—	sch.	1818	Miscel. Scituate	344
Four Brothers	53	sch.	1857	Scituate Harbor	391
Four Friends	75	sch.	1811	Rogers Yard	208
Four Sisters	67	sch.	1819	Litchfield, Miscel. Scituate	341
Frances, aft. "Larke"	20	slp.	1704	Miscel. Scituate	338
Frances Ann	—	ship	1810	Foster, Wanton	230
Francis	291	ship	1805	Barstows, "Two Oaks"	101
Francis	—	ship	1816	Barstows, "Two Oaks"	101
Franciscan	—	ship	1811	Foster, Wanton	231
Franklin	179	ship	1792	Miscel. Hanover	129
Franklin	—	bk.	1817	Miscel. Hanover	130
Franklin	172	brig	1840	Wanton	242
Franklin	—	brig	18—	Turner, Scituate Harbor	388
Frederic	107	sch.	1801	Barstow, "Two Oaks"	100
Frederic	107	sch.	1801	Miscel. Hanover	130
Frederic	163	brig	1801	Cushing & Co., Miscel. Hanover	127
Freedom	54	sch.	1823	Souther & Cudworth, Chittenden Yd	255
Friendship	60	ship	1711	Briggs Yard	285
Friendship	60	brigantine	1712	Block-house	261
Friendship	118	brig	1786	North River	48
Friendship	49	sch.	1788	Miscel. Scituate	343
Friendship	79	sch.	1807	Kent, Scituate Harbor	380
Friendship	53	sch.	1816	Copeland, Fox Hill	134
Friends' Adventure	30	slp.	1698	Miscel. Scituate	338
Friends' Adventure	50	brigantine	1702	Scituate Harbor	367
Ganges	215	ship	1806	Delano, Wanton	225
Ganges	260	bk.	1833	Clapp & Foster, Wanton	239
Garland	128	brigantine	1795	Foster, Wanton	229
Garland	280	ship	1801	Smith Yard	91
Garnet	65	sch.	1836	Turner, No. River Bridge	75
Gem	162	brig	1830	Hall's, Whites's Ferry	358
George	82	sch.	1801	Foster, Wanton	229
George	—	—	1816	North River	51
George Otis	175	brig	1844	Barstow Lower Yard	119
George Washington	130	brig't'n aft. brig	1800	Rogers Yard	212
George Washington	67	sch.	1820	Turner, Fox Hill	135
Globe	293	ship	1815	Foster & Sons Wanton	231
Golconda	—	ship	1807	Foster, Wanton	230
Golconda	78	sch.	1818	Brooks, Miscel. Scituate	341



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Golden Horn	—	—	18—	Briggs, Scituate Harbor	385
Goodhope	25	ketch	1694	Briggs Yard	214
Good Luck	70	brigantine	1706	Miscel. Scituate	339
Goree	336	ship	1823	Barstow Lower Yard	106
Gov. Brooks	72	sch.	1817	Foster & Co., Wanton	233
Governor Gore	302	ship	1809	Barstow's "Two Oaks"	101
Governor Strong	—	—	1817	North River	51
Grand Island	106	sch.	1836	White's Ferry	360
Hamilton	164	brig	1830	Briggs Yard	320
Hannah	70	ship	1699	Chittenden Yard	244
Hannah	60	brigantine	1700	Wanton	217
Hannah	35	slp.	177—	No. River Pilots	53
Hannah	27	sch.	1780	Scituate Harbor	368
Hannah	40	slp.	1787	Miscel. Scituate	343
Hannah	45	sch.	1788	Brick-kiln	174
Hannah	130	brigantine	1790	North River	48
Hannah	118	sch.	1800	Delano, Wanton	224
Hannah	138	sch.	1802	Kent, Scituate Harbor	380
Hannah	50	sch.	1805	Brick-kiln	175
Hannah & Eliza	255	ship	1800	Foster, Wanton	229
Hannah Eddy	414	ship	1817	Turner, Otis & Cole, Scituate Harbor	390
Hanover	281	ship	1801	Smith Yard	90
Hanover	329	ship	1827	Barstow Lower Yard	106
Hanson	47	slp.	1833	Briggs & Turner, Brick-kiln	196
Harlequin	336	ship	1800	Delano, Wanton	224
Harmony	—	ship	1767	Thomas, Brick-kiln	167
Harmony	51	sch.	1785	Briggs Yard	309
Harriott	60	sch.	1800	Scituate Harbor	368
Harriot	202	bk.	1834	Barstow Lower Yard	110
Hart	40	slp.	1707	Block-house	261
Hawk	—	sch.	1785	Miscel. Hanover	129
Hazard	—	sch.	1799	Smith Yard	89
Hebe	171	brig	1829	Souther & Cudworth, Chittenden Yd	256
Hector	—	—	1791	North River	48
Hector	61	slp.	1802	Smith Yard	92
Helen	100	sch. aft. brig't'n	1793	Brooks, Tilden & Taylor	273
Helen	277	ship	1795	Lewis, Brick-kiln	177
Helen M. Foster	90	sch.	1871	Merritt, Chittenden Yard	257
Helena	—	ship	1806	Misc. el. Scituate	313
Hellenoh	—	ship	1811	Foster, Wanton	230
Heman Smith	123	her. brig	1866	Barstow & Waterman, Fox Hill	144
Henery	—	ship	1806	Barstow's "Two Oaks"	101
Hennereta	20	slp.	1703	Miscel. Scituate	338
Hennitta	—	ship	—	Barstow's "Two Oaks"	101
Henrietta	279	ship	1805	Barstow's "Two Oaks"	101
Hero	—	—	1818	North River	51
Heroine	337	ship	1815	Copeland, Fox Hill	133
Higgins	—	brig	—	Turner, Scituate Harbor	388
Hilah or Hilo	390	ship	1833	Waterman & Bates, Fox-Hill	138
Hione	136	sch. aft. brig	1837	Barstow Lower Yard	110
Hope	40	brigantine	1692	Briggs Yard	284
Hope	30	ketch	1700	Miscel. Scituate	338
Hope	38	sch.	1783	Stutson, Wanton	222
Hope	55	sch.	1784	Thomas, Brick-kiln	173
Hope	134	brigantine	1785	North River	48
Hope	54	sch.	1787	Miscel. Scituate	343
Hope on	191	sch.	1869	Barstow & Waterman, Fox Hill	145
Hopewell	40	slp.	1691	Wanton	217
Hopewell	40	brigantine	1694	Chittenden Yard	244
Hopewell	35	slp.	1696	Miscel. Scituate	337
Hopewell	60	slp. aft. brig't'n	1697	Miscel. Scituate	337
Hopewell	—	brigantine	1697	Miscel. Scituate	338
Hopewell	30	slp.	1699	Edward Wanton, Wanton	217
Hopewell	30	slp.	1701	Wanton	218
Hopewell	20	slp.	1706	Wanton	218
Horn	—	sch.	1850	Taylor & Carver, Taylor	281
Howland	—	ship	1811	Foster, Wanton	230
Huron	—	ship	1804	Miscel. Hanover	130
Huron	106	sch.	1837	Brooks & Tilden	279
Jycso	290	ship	1816	Barstow's "Two Oaks"	101

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Ida	363	ship	1809	Delano, Wanton	225
Imogene	179	bk.	1840	Barstow Lower Yard	111
Independence	160	brig	1804	Torrey, Chittenden Yard	250
Independence	87	sch.	1811	Cole, Chittenden Yard	252
Independence	311	ship	1817	Barstow's "Two Oaks"	102
Indus	338	ship	1799	Delano, Wanton	224
Industry	20	slp.	1682	Briggs Yard	284
Industry	40	slp.	1702	Scituate Harbor	367
Industry	31	sch.	1781	North River	48
Industry	42	sch.	1785	Stutson, Wanton	222
Industry	61	sch.	1785	Briggs Yard	309
Industry	60	slp.	1789	Keene, White's Ferry	361
Industry	—	sch.	1796	Stutson, Wanton & Scituate II'b'r 368	222
Industry	68	sch.	1803	Kent, Scituate Harbor	380
Industry	—	sch.	—	Briggs, Brick-kiln	196
Intrepid	282	ship	1805	Smith Yard	93
Iris	80	sch.	1797	Briggs Yard	310
Isabella	308	ship	1807	Kingman, Miscel. Hanover	126
Ivanhoe	192	brig	1828	Briggs Yard	317
J. A. Jesuroon	200	bark	1845	Briggs, Scituate Harbor	386
James	100	sch.	1805	Kent, Scituate Harbor	—
James & Thomas	30	slp.	1699	Scituate Harbor	306
James Bayard	85	sch.	1802	Chittenden Yard	250
James Francis	101	sch.	1837	White's Ferry	361
James Otis	80	sch.	1827	Turner, Brick-kiln	192
James W. Paige	198	bk.	1841	Curtis, Scituate Harbor	384
James Wyman	65	sch.	1852	Turner, Otis & Co., Scituate Harbor	391
Jane	120	sch.	1793	Miscel. Hanover	129
Jane	145	brig	1793	Miscel. Hanover	129
Jane	65	sch.	1795	Chittenden Yard	246
Jane	98	sch.	1802	Sampson, No. River Bridge	70
Japan	332	ship	1822	Foster & Co., Wanton	235
Jefferson	267	ship	1801	Rogers, Brick-kiln	182
Jenny	63	sch.	1784	North River	48
John	40	brigantine	1702	Scituate Harbor	367
John	60	sch.	1786	Brick-kiln	173
John & Abial	100	ship	1698	Miscel. Scituate	338
John & Abiel	60	brigantine	1695	Miscel. Scituate	337
John & Abigail	25	slp.	1683	Briggs Yard	284
John & Daniel	30	slp.	1703	Miscel. Scituate	338
John & David	60	ship	1704	Miscel. Scituate	338
John & Dorothy	40	brigantine	1702	Block-house	260
John & Dorothy	80	ship	1711	Miscel. Scituate	339
John & Elizabeth	70	ship	1701	Scituate Harbor	367
John & Elizabeth	295	ship	1825	Barstow Lower Yard	106
John B. Dods	160	brig	1840	Miscel. Scituate	344
John J. Eaton	43	sch.	1845	Briggs, Scituate Harbor	385
Jolly Tar	—	sch.	—	Waterman, Scituate Harbor	380
Joseph & Benjamin	30	slp.	1684	Briggs Yard	284
Jos. Atkins	131	sch.	1838	Miscel. Scituate	344
Joseph Balch	153	brig	1840	Brooks & Tilden	279
Josephine	232	brig	1833	Souther & Cudworth, Chittenden Yd	256
Joshua Bates	65	sch.	1846	Cudworth, Chittenden Yard	257
Joshua Brown	112	sch.	1838	White's Ferry	361
Joshua B. Bowley	95	sch.	1851	Barstow & Waterman, Fox Hill	142
J. Setter	58	sch.	1846	Scituate Harbor	385
Julian	—	—	—	Foster & Co., Wanton	236
Juno	90	slp.	1786	Brooks, Tilden & Taylor	273
Juno	85	sch.	1825	Turner, Brick-kiln	192
Justice Story	199	bk.	1845	Barstow Lower Yard	119
Katharine	25	sloop	1694	Miscel. Scituate	336
Kemp	—	sch.	1836	Briggs, Brick-kiln	196
Kenedos	—	—	18—	Briggs, Brick-kiln	196
Kernison	127	brig	1852	Barstow & Waterman, Fox Hill	142
Kingston	—	—	1822	North River	51
Laban	87	sch.	1822	Souther & Cudworth, Chittenden Yd	255
Lady Gallatin	358	ship	1811	Delano, Smith Yard	93

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Lady Madison	450	ship	1810	Delano, Wanton	225
Lady Washington	118	brigantine	1787	North River	48
La Grange	73	sch.	1825	Merritt, Miscel. Scituate	340
Lagoda	340	ship	1826	Foster & Co., Wanton	237
Lake	99	sch.	1810	Waterman, Fox Hill	139
Lake	74	sch.	1848	Taylor & Carver, Taylor	281
Lapwing	176	brig	1822	Briggs Yard	315
Lapwing	64	sch.	1835	Briggs, Scituate Harbor	384
Lark	40	sch.	1784	Miscel. Hanover	129
Lark	40	sch.	1820	Turner, Fox Hill	135
Larke, afterward called	20	slp.	1704	Miscel. Scituate	338
Laura [the "Francis"]	293	ship	1805	Kingman, Miscel. Hanover	126
Laura Ann	375	ship	1815	Turner, Brick-kiln	193
Laurel	69	sch.	1803	Brick-kiln	175
Lawrence	198	bk.	1842	Turner, Scituate Harbor.	388
Leader	96	sch.	1817	Barstow's "Two Oaks"	101
Leader	42	slp.	1831	Hall's, White's Ferry	358
Leda	258	brig	1828	Copeland & Co., Fox Hill	137
Leo	—	ship	1774	Brick-kiln	167
Leonidas	—	ship	1806	Miscel. Hanover	130
Leonidas	183	bk.	1833	Turner, Brick-kiln	193
Leonidas	231	ship	1826	Souther & Cudworth, Chittenden Yd	256
Leopold Gally	70	ship	1702	Briggs Yard	285
Levante	219	brig	1825	Torrey & James, Block-house	270
Lewis Bruce	113	sch. aft. her. brig	1837	Brooks & Tilden	279
Lexington	197	brig	1825	Copeland & Co., Fox Hill	136
Liberty	88	sch.	1800	Kent, Scituate Harbor	368
Liberty	—	sch.	1800	Vinal, Scituate Harbor	380
Light Horse	162	brig	1803	Torrey, Chittenden Yard	250
Lima	—	ship	1804	Brick-kiln	164
Linnell	177	sch.	1854	Scituate Harbor	391
Lion	326	ship	1821	Foster & Co., Wanton,	235
Litchfield	65	sch.	1838	Litchfield & Burrill, Wanton	211
Little Cherub	65	sch.	1797	Bates, Miscel. Hanover	125
Little Martha	55	sch.	1819	Merritt, Miscel. Scituate	340
Little Otis	30	ketch	1700	Scituate Harbor	366
Lively	56	sch.	1785	Merritt, Chittenden Yard	246
Lively	28	sch.	1797	Scituate Harbor	368
Lively	122	sch.	1804	Briggs, Brick-kiln	181
Lizzie J. Bigelow	150	her. brig	1868	Barstow & Waterman, Fox Hill	144
Loper	—	—	1821	North River	51
Louisa	60	sch.	1828	Souther & Cudworth, Chittenden Yd	256
Louisa	97	sch.	1834	Souther & Cudworth, Chittenden Yd	256
Louisa A.	122	sch.	1864	Barstow & Waterman, Fox Hill	144
Lucies	—	ship	1810	Miscel. Hanover	130
Lucretia	114	sch.	1800	Barstow's "Two Oaks"	100
Lucy	58	sch.	1786	North River	48
Lucy	60	sch.	1787	Miscel. Scituate	343
Lucy	50	sch.	1789	Miscel. Scituate	343
Lucy	39	sch.	1798	Rogers Yard	208
Lucy	39	sch.	1798	Scituate Harbor	368
Lucy	93	sch.	1799	Miscel. Hanover	130
Lucy	72	sch.	1801	Briggs Yard	310
Luke	60	brigantine	1706	Block house	260
Lyceum	65	sch.	1830	Copeland & Co., Fox Hill	137
Lyceum	—	—	—	Scituate Harbor	387
Lydia	54	sch.	1787	Miscel. Hanover	129
Lydia	—	sch.	1789	Silvester, No. River Bridge	68
Lydia	50	sch.	1793	Chittenden Yard	246
Lydia	100	slp.	1793	Brick-kiln	174
Lydia	54	sch.	1795	Miscel. Hanover	129
Lydia	81	sch.	1799	Torrey, Chittenden Yard	248
Lydia	280	ship	1806	Smith Yard	93
Lydia	329	ship	1822	Barstow's Lower Yard	105
Lydia & Polly	102	sch.	1796	Vinal, Scituate Harbor	369
Lydia & Polly	—	sch.	1837	Briggs, Scituate Harbor	384
Lydia King	22	sch.	1839	Litchfield & Burrill, Wanton	242
Lyon	30	slp.	1704	Briggs Yard	285
Lyon	70	slp.	1709	Block-house	261
Lysander	110	brig	1827	Turner, Palmer & Magoun, No. River Bridge	74

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Madagascar	242	bk.	1832	Clapp & Foster, Wanton	239
Magnolia	36	slp.	1828	Turner, Palmer & Magoon, No. River Bridge	74
Magnolia	250	brig	1830	Foster & Co., Wanton	238
Malabar	355	ship	1815	Torrey and others, Block-house	268
Malaga	170	brig	1827	Souther & Cudworth, Chittenden Yd	256
Manson	93	sch.	1842	Waterman, Fox Hill	139
Manson	—	—	—	—	—
Margaret	20	slp.	1701	Wanton	218
Margaret	89	sch.	1816	Foster & Cudworth, Chittenden Yard	253
Margaret	185	brig	1820	Foster & Co., Wanton	235
Maria	—	ship	1782	Thomas, Brick-kiln	171
Maria	64	sch.	1830	Souther & Cudworth, Chittenden Yd	256
Maria Theresa	229	brig	1827	James, Block-house	271
Mariner	—	sch.	1817	Barstow's "Two Oaks"	101
Marion	98	brig	1824	Souther & Cudworth, Chittenden Yd	256
Marnix (see "Martha")	—	bk.	1805	Samson, No. River Bridge.	70
Marnix	225	bk.	1849	Miscel. Scituate	344
Mars	53	sch.	1786	Brick-kiln	173
Marshal Ney	102	brig	1829	Foster & Co., Wanton	238
Martha	50	brigantine	1712	Block-house	261
Martha	192	ship	1801	Kent, Scituate Harbor	380
Martha, afterward called	255	bk.	1805	Samson, No. River Bridge	70
Martha ["Marnix"]	—	ship	1809	Samson, No. River Bridge	70
Martha	273	ship	1810	Sampson, Brick-kiln	182
Martha & Elizabeth	70	bk.	1694	Wanton	217
Martha & Elizabeth	70	brigantine	1694	Wanton	217
Martha Allen	283	bk.	1849	Briggs, Scituate Harbor	386
Mary	60	bk.	1693	Briggs Yard	284
Mary	80	ship	1694	Briggs Yard	284
Mary	40	brigantine	1699	Chittenden Yard	244
Mary	20	slp.	1700	Wanton & Barker, Wanton	217
Mary	20	slp.	1707	Edward Wanton, Wanton	218
Mary	22	slp.	1786	Brick-kiln	173
Mary	286	ship	1795	James, Block-house	262
Mary	169	brig't'n, aft. ship	1799	Miscel., Hanover	130
Mary	100	sch.	1801	Turner Miscel. Pembroke	82
Mary	211	ship	1801	Smith Yard	92
Mary	99	sch.	1804	James, Block-house	263
Mary	82	sch.	1804	Kent, Scituate Harbor	380
Mary	73	sch.	1843	Vinal, Scituate Harbor	385
Mary	—	—	—	Briggs & Turner, Scituate Harbor	389
Mary & Abigail	30	slp.	1699	Scituate Harbor	366
Mary & Abigail	40	slp.	1705	White's Ferry	350
Mary & Nancy	41	sch.	1795	Chittenden Yard	246
Mary & Polly	77	sch.	1816	Tilden, Block-house	269
Mary Ann	78	brigantine	1789	Brick-kiln	174
Mary Ann	242	ship	1799	James, Block-house	263
Mary Ann	76	sch.	1818	Briggs Yard	314
Mary Ballard	260	bk.	1832	Copeland & Co., Fox Hill	137
Mary F. Slade	199	bk.	1848	Turner, Otis & Cole, Scituate Harbor	390
Mary Greenish	140	sch.	1859	Barstow & Waterman, Fox Hill	143
Mary Jones	56	sch.	1818	Turner, Fox Hill	135
Marys	329	ship	1831	Barstow Lower Yard	108
Massachusetts	400	ship	178—	Briggs Yard	309
Massachusetts	286	ship	1809	Turner, Miscel. Hanover	126
Mtilda	60	sch.	1818	Briggs & Smith, Brick-kiln	197
Mattakeset or Mattakees	21	St. boat	1839	Halls, White's Ferry	361
Mayflower	25	slp.	1694	Miscel., Scituate	336
Mayflower	30	brig	1701	Miscel., Scituate	338
Mayflower	30	slp.	1701	Block-house	260
Mayflower	25	slp.	1706	Briggs Yard	285
Mayflower	30	brigantine	1712	Miscel., Scituate	339
Mayflower	—	sch.	1803	Lewis, Brick-kiln	177
Mayflower	32	slp.	1823	Briggs, brick-kiln	195
Mehetabel	86	ship	1700	Chittenden Yard	244
Mentor	—	ship	1803	Miscel., Hanover	130
Mentor	98	sch.	1825	Barstow Lower Yard	106
Merchant	179	ship	1794	Chittenden Yard	246
Merchant	263	ship	1804	Smith Yard	93
Mert	131	sch.	—	Eells, Smith Yard	94

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Meteor	116	sch.	1864	Scituate Harbor	391
Miantinomo	281	ship	1800	Kingman, Miscel. Hanover	126
Michael & Samuel	60	brigantine	1697	Miscel., Scituate	337
Michigan	—	brig	183—	Brooks & Tilden	279
Michigan	130	brig	1810	Briggs Yard	322
Milo	53	sch.	1816	Turner & Copeland, Fox Hill	134
Minerva	—	—	1774	North River	48
Minerva	223	ship	1808	Magoun, Brick-kiln	183
Minerva	70	sch.	1818	Foster & Co. Wanton	234
Miranda	189	bk.	1832	Briggs & Turner, Brick-kiln	192
Miser	304	ship	1810	Briggs, Brick-kiln	181
Modoc	—	ship	1810	Miscel. Scituate	343
Mohawk	407	ship	1811	Turner, Miscel. Hanover	127
Molly	56	sch.	1785	North River	48
Monroe	47	sch.	1817	Turner, Miscel. Scituate	341
Monument	211	brig	1825	Briggs, Brick-kiln	184
Morning Star	82	sch.	1803	Rogers Yard	208 340
Morning Star	65	sch.	1816	Turner & Copeland, Fox Hill	134
Morris	—	sch.	—	Turner, Scituate Harbor	388
Moscow	277	brig	1826	Copeland & Co., Fox Hill	136
Moses Myers	306	ship	1803	Briggs, Brick-kiln	181
Mount Hope	65	sch.	1827	Miscel. Scituate	344
Mount Vernon	464	ship	1816	Hartt, Wanton	226
Mt. Vernon	362	ship	1810	Kingman, Miscel. Hanover	126
N. & H. Gould	142	sch.	1855	Barstow & Waterman, Fox Hill	142
Nancy	41	slp.	1787	Brick-kiln	173
Nancy	94	sch.	1803	Kent, Scituate Harbor	380
Nancy	177	brig	1806	Briggs, Brick-kiln	181
Nancy	75	slp.	1817	Foster & Co., Wanton	210 233
Nanking	290	ship	1803	Kingman, Miscel. Hanover	126
Nashua	301	bk.	1833	Souther & Cudworth, Chittenden Yd	256
Nautilus	60	sch.	1786	Brick-kiln	173
Nelle Fenwick, formerly [called Sarah]	—	bk.	1854	Scituate Harbor	391
Neptune	—	ship	1765	Thomas, Brick-kiln	164
Neptune	67	sch.	1785	North River	48
Neptune	64	sch.	1787	Keene, White's Ferry	351
Neptune	114	sch.	1791	Rogers Yard	206
Neptune	138	brig	1795	Miscel. Hanover	129
Neptune	280	ship	1800	Smith Yard	90
Neptune	273	ship	1806	Smith Yard	93
Neptune	214	brig	1823	Foster & Co., Wanton	236
Neptune	338	bk.	1828	Barstow Lower Yard	107
Neptune	231	bk.	1835	Foster & Co. Wanton	240
Neutrality	123	sch.	1804	Magoun & Hatch, Brick-kiln	183
New Forge	37	slp., aft'ward sch.	1792	Barstow, "Two Oaks"	97
New Priscilla	125	sch.	1822	Foster & Co., Wanton	235
New Sally	56	sch.	1812	Torrey, Chittenden Yard	252
New Sophronia	69	sch.	1815	Tilden, Block-house	258
New Stato	51	sch.	1798	Miscel., Hanover	130
Newton	283	brig	1828	Halls, White's Ferry	358
Niagara	232	bk.	1834	Foster & Co., Wanton	240
Ninety	90	ship	1693	Briggs Yard	284
Noble E. Jenkins	100	sch.	—	Briggs, Brick-kiln	195
Norfolk	—	brig	1765	Thomas, Brick-kiln	164
Norfolk	135	brig	1833	Hall's, White's Ferry	359
North River	27	slp.	1793	Brooks, Tilden & Taylor	273
North River Packet	38	slp.	1820	Keene, White's Ferry	352
Oak	150	brig	1820	Briggs Yard	315
Oak	208	brig	1833	Briggs Yard	320
O'Caïn	280	ship	1802	Foster, Wanton	229
Ocean	73	sch.	1816	Foster & Co., Wanton	233
Ocean	173	brig	1823	Briggs Yard	316
Ocean	165	brig	1839	Barstow Lower Yard	111
Ocean Belle	55	sch.	1860	Briggs, Scituate Harbor	387
Odessa	180	brig	1830	Copeland & Co., Fox Hill	137
Oeno	328	ship	1821	Barstow Lower Yard	106
Old Carpenter	22	sch.	1813	Waterman, Scituate Harbor	380
Old Colony	244	brig	1832	Briggs, Brick-kiln	184

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Olive	70	sch.	1797	Brick-kiln	174
Only Daughter	70	sch.	1829	Clapp & Delano, Wanton Yard	226
Only Son	170	brig	1805	Turner & Thomas, Brick-kiln	175
Only Son	23	sch.	1860	Litchfield, Miscel. Scituate	342
Ontario	367	ship	1833	Waterman & Bates, Fox Hill	138
Ontario	—	sch.	1825	Briggs Yard	317
Ontario	92	sch.	1838	Turner, Scituate Harbor	388
Oracle	144	brig	1818	Kent, Scituate Harbor	381
Oregon	200	brig	1826	Briggs Yard	317
Oregon	—	brig	—	Kent, Scituate Harbor	380
Orianna	111	sch.	1837	Turner, Scituate Harbor	388
Orient	42	sch.	1813	Turner, Fox Hill	133
Orion	60	sch.	1829	Copeland & Co., Fox Hill	137
Orleans	100	sch.	—	White's Ferry	361
Otho	132	brig	1838	Waterman, Fox Hill	139
Otis	87	sch.	1846	Briggs, Scituate Harbor	386
Outesie	99	sch.	1838	Stetson and others, "Two Oaks"	102
Pacific	—	brig	1796	Stutson, Wanton	222
Pacific	314	ship	1818	Foster & Co., Wanton	234
Pacific Trader	141	snaw	1796	Rogers Yard	208
Packet	22	slp.	1796	Miscel. Hanover	129
Packet	37	slp.	1800	Nash, Chittenden Yard	249
Packet	52	slp.	1804	Miscel., Hanover	130
Packett	22	slp.	1802	Miscel., Hanover	130
Palermo	—	—	1835	Briggs, Brick-kiln	196
Pallas	166	brig	1800	Briggs, Brick-kiln	184
Parana	209	brig	1844	Miscel., Hanover	130
Paulina	74	sch.	1792	Miscel., Hanover	129
Pauline	148	sch. aft. brig,	1837	Barstow Lower Yard	110
Pauline Taylor	150	brig	1838	Miscel., Hanover	130
Patty	20	slp.	177—	No. River Pilots	53
Patty	56	sch.	1785	Scituate Harbor	368
Pearl	—	ship	1802	Smith & Bass, Smith Yard	92
Peggy	37	sch.	1787	Brick-kiln	373
Peggy	134	brig	1792	North River	48
Pembroke	133	ship	1801	Sampson, Brick-kiln	182
Pembroke	199	brig	1820	Briggs, Brick-kiln	184
Pembroke	184	ship	—	Samson, No. River Bridge	70
Penn	—	ship	1818	Miscel., Hanover	130
Perfect	68	sch.	1830	Turner, Brick-kiln	192
Perfect	26	sch.	1868	Litchfield, Miscel. Scituate	342
Perseverance	214	ship	1801	Foster, Wanton	229
Perseverance	184	brig	1815	Briggs, Brick-kiln	193
Persis	90	sch.	1792	Rogers Yard	2 6
P'ru	257	ship	1818	Barstow Lower Yard	103
Peruvian	334	ship	1818	Foster & Co., Wanton	234
Pharamond	84	sch.	1818	Souther & Cudworth, Chittenden Yard	254
Phenix	314	ship	1830	Barstow Lower Yard	108
Philenda	72	sch.	1817	Tilden Block-house	270
Philenia	96	sch.	1835	Turner, No. River Bridge	75
Philena Otis	—	—	1828	Briggs, Brick-kiln	195
Phoebe	117	sch.	1806	Torrey, Block-house	263
Phoenix	68	sch.	1789	North River	48
Phoenix	150	brig	1839	White's Ferry	361
P'co	—	slp.	—	Rogers Yard	213
Pilgrim	62	sch.	1809	Smith Yard	93
Pilot	199	bk.	1837	Hall's, White's Ferry	361
Pioneer	231	brig	1824	Foster & Co., Wanton	236
P'nta	207	sch.	1865	Barstow & Waterman, Fox Hill	144
Planet	98	sch.	1836	Hall's, White's Ferry	360
Planet	—	sch.	—	Briggs, Scituate Harbor	384
Pocahontas	279	ship	1803	Barstow's "Two Oaks"	100
Pocahontas	41	sch.	1838	Briggs, Scituate Harbor	384
Polly	18	slp.	177—	No. River Pilots	53
Polly	52	sch.	1784	Miscel., Hanover	129
Polly	52	sch.	1784	Brooks, Tilden & Taylor	272
Polly	69	sch.	1784	Block-house	261
Polly	40	sch.	1789	Miscel., Scituate	343
Polly	131	brig	1791	Brick-kiln	174

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Polly	52	sch.	1793	Vinal, Scituate Harbor	368
Polly	23	sch.	1797	Sherman, Miscel. Pembroke	83
Polly	39	sch.	1798	Scituate Harbor	368
Polly	114	sch.	1800	Baker, Brooks, Tilden & Taylor	273
Polly	35	slp.	1809	Sherman, Brooks, Tilden & Taylor	273
President	85	sch.	1817	Souther, Chittenden Yard	253
President Harrison	65	sch.	1841	Miscel., Scituate	344
President Washington	49	sch.	1834	Chittenden Yard	256
Primrose	50	brigantine	1694	Miscel. Scituate	337
Primrose	71	sch.	1821	Tilden, Block-house	270
Priscilla	61	sch.	1803	Briggs Yard	310
Protection	270	ship	1805	Bartsow's "Two Oaks"	101
Providence	100	ship	1698	Scituate Harbor	366
Providence	80	ship	1699	Briggs Yard	284
Prudence & Dorothy	60	ship	1699	Briggs Yard	285
Prudent Sarah	50	brigantine	1700	Miscel. Scituate	338
Pyretus	57	sch.	1831	Briggs, Scituate Harbor	353
Queen	100	sch.	1836	Turner, No. River Bridge	75
Rachel	69	sch.	1820	Rogers Yard	210
Railway	86	sch.	1829	Turner, Brick-kiln	192
Rambler	—	—	1818	North River	51
Ranger	65	slp.	177—	North River Pilots	53
Ranger	57	sch.	1819	Walter Foster, Wanton Yard	234
Rapid	48	slp.	1817	Foster & Co., Wanton	233
Reaper	94	sch.	1837	Turner, Scituate Harbor	388
Rebecca, Lately called Victory.	90	ship	1705	Briggs Yard	285
Rebecca	77	sch.	1798	Miscel. Hanover	130
Rebecca	62	sch.	1831	Souther & Cudworth, Chittenden Yd	256
Rebecca	63	sch.	1836	Souther & Cudworth, Chittenden Yd	257
Red Rover	99	sch.	1838	Briggs, Brick-kiln	196
Red Rover	—	—	—	Litchfield, Miscel. Scituate	342
Regulus	237	ship	1807	Torrey, Chittenden Yard	250
Reindeer	20	sch.	1798	Rogers Yard	212
Resolution	—	sch.	17—	Smith Yard	89
Revenue	27	sch.	1789	Eells, Smith Yard	93
Revival	44	sch.	1790	Miscel. Scituate	343
Revival	44	sch.	1791	Miscel. Scituate	343
Revival	39	sch.	1791	Briggs Yard	309
Rice Plant	122	brig	1824	Souther & Cudworth, Chittenden Yd	255
Richmond	116	brig	1817	Turner, Miscel. Scituate	341
Rienzi	108	sch.	1836	Waterman & Bates, Fox Hill	138
Rising Sun	80	sch.	1806	Turner & Thomas, Miscel. Hanover	127
Rival	66	sch.	1829	Tilden, Block-house	271
Rival	—	sch.	—	Briggs, Brick-kiln	184
Roanoke	—	sch.	183—	Brooks & Tilden	279
Roanoke	99	sch.	1842	Turner, Bates and others, Lower Yard	112
Robert	—	ship	1789	Miscel., Hanover	129
Robert Raikes	81	sch.	1849	Barstow & Waterman, Fox Hill	142
Rodolph Frederick	271	ship	1799	Barstow, "Two Oaks"	100
Roller	293	ship	1804	Kingman, Miscel. Hanover	126
Romeo	312	ship	1805	Kingman, Miscel. Hanover	126
Romulus	264	ship	1797	Smith Yard	89
Rosa Baker	109	her. brig	1867	Barstow & Waterman, Fox Hill	145
Rose	60	brigantine	1705	Block-house	260
Rover	79	sch.	1796	Delano, Wanton	223
Rover	—	sch.	1800	Vinal, Scituate Harbor	—
Rover	89	sch.	1801	Torrey, Chittenden Yard	250
Rover	—	sch.	—	White's Ferry	361
Rowena	69	sch.	1834	Block-house	271
Roxanna	73	sch.	1818	Turner & Turner, Fox Hill	134
Rubicon	67	sch.	1831	Torrey, Block-house	271
Ruby	85	sch.	1789	North River	48
Ruby	28	sch.	1800	Rogers Yard	212
Russell	—	bk.	1804	Miscel. Scituate	343
Russian	222	brig	1828	Foster & Co., Wanton	238
Ruth	30	slp.	1708	Block-house	261
Ruthy	39	sch.	1794	Randall, Miscel. Pembroke	83

NAME.	TON- NAGE	RIG.	BUILT	TOWN OR YARD.	Age
Salem	260	bk.	1854	Miscel. Scituate	244
Salem Packet	42	slp.	1782	Brick-kiln	173
Salinas	162	brig	1841	Barstow Lower Yard	111
Salinas, aft. called "Warren."	150	her. brig	1863	Barstow & Waterman, Fox Hill	144
Sally	35	sch.	1769	North River	48
Sally	25	sch.	1781	North River	48
Sally	58	sch.	1784	Miscel., Hanover	129
Sally	44	slp.	1786	Brooks, Tilden & Taylor	272
Sally	51	sch.	1786	Stutson, Wanton	222
Sally	51	sch.	1786	Vinal, Scituate Harbor	368
Sally	32	sch.	1789	Chittenden Yard	246
Sally	—	slp.	1790	Brick-kiln	174
Sally	24	sch.	1796	North River	49
Sally	96	sch.	1796	Rogers Yard	206
Sally	54	sch.	1796	Vinal, Scituate Harbor	368
Sally, aft. called "Kysted."	83	sch.	1799	Kent, Scituate Harbor	380
Sally	93	sch.	1802	Barker, Chittenden Yard	250
Sally	—	sch.	1802	Hanover	—
Sally	149	brig	1802	Briggs Yard	310
Sally Robbin	58	sch.	1784	Miscel., Hanover	129
Samos	243	brig	1827	Copeland & Co., Fox Hill	136
Samuel	—	—	1804	North River	51
Samuel	310	ship	1810	Eells, Smith Yard	94
Samuel & Thomas	190	bk.	1841	Miscel., Scituate	344
Samuel Soper	—	brig	18—	Briggs & Turner, Scituate Harbor	389
Sarah	90	ship	1697	Briggs Yard	284
Sarah	310	ship	1795	Brick-kiln	174
Sarah	307	ship	1815	Samson, No. River Bridge	70
Sarah	63	sch.	1841	Vinal, Scituate Harbor	384
Sarah	165	brig	1850	Barstow & Waterman, Fox Hill	142
Sarah, aft. called "Nelle Fenwick"	240	bark	1854	Scituate Harbor	391
Sarah & Betsey	85	sch.	1819	Barstow Lower Yard	107
Sarah & Isabella	50	brigantine	1700	Wanton & Barker, Wanton	217
Sarah Brooks	76	sch.	1819	Scituate Harbor	386
Sarah Jane	67	sch.	1851	Merritt, Chittenden Yard	257
Sarah Wales	99	sch.	1835	Barstow Lower Yard	110
Sarah's Adventure	40	ketch	1700	Scituate Harbor	367
Saratoga	289	bk.	1835	Foster & Co., Wanton	240
Saturn	107	sch.	1805	Keene, White's Ferry	252
Saucy Jack	90	sch.	1802	Hatch, Block-house	363
Scituate	86	sch.	1834	Briggs, Scituate Harbor	384
Sea Boy	—	—	—	Litchfield, Miscel. Scituate	342
Sea Drift	99	sch.	1852	Barstow & Waterman, Fox Hill	142
Sea Flower	60	brigantine	1703	Scituate Harbor	367
Sea Flower	30	slp.	1709	Chittenden Yard	244
Sea Flower	40	slp.	1714	Chittenden Yard	244
Sea Flower	46	sch.	1789	Miscel., Scituate	343
Seamew	199	ship	1833	Barstow Lower Yard	110
Seamoss	—	brig	183	Souther & Cudworth, Chittenden Yd	257
Sears & J. Rogers	31	sch.	1848	Briggs, Scituate Harbor	386
Selah	199	bk.	1848	Turner, Otis & Cole, Scituate Harbor	390
Selma	266	ship	1824	Barstow Lower Yard	106
Senator	193	brig	1840	Briggs Yard	322
Seventh Son	87	sch.	1819	Souther & Cudworth, Chittenden Yd	254
Short Staple	172	brig	1802	Cushing, Miscel. Hanover	127
Sinus	55	slp.	1813	Turner, Scituate Harbor	388
Sisters	83	brig	1794	Rogers Yard	207
Smyrna	—	brig	1825	Foster & Co., Wanton	236
Smyrna	162	brig	1825	White's Ferry	250
Solon	402	ship	1815	Stockbridge, Miscel. Hanover	125
Somerset	—	ship	—	Brick-kiln	168
Soper	—	sch.	1852	Scituate Harbor	391
Sophia	67	sch.	1795	Scituate Harbor	368
Sophia	35	slp.	1811	Briggs, Brick-kiln	181
Sophronia	83	sch.	1803	Torrey, Chittenden Yard	250
Sophronia	197	bk.	1841	Briggs, Brick-kiln	196
Souther	—	—	—	Carver, Taylor	281
Souther	198	her. brig	1840	Souther, Chittenden Yd	257
South Shore	88	sch.	1850	Otis, Scituate Harbor	391
Spanker	103	sch.	1801	Turner, Miscel. Pembroke	82



NAME.	TON- NAGE.	RIG.	BUILT	TOWN OR YARD.	Page
Spartacus	92	sch.	1846	Briggs & Turner, Scituate Harbor	389
Specie	72	sch.	1827	North River	51
Speedwell	25	slp.	1695	Miscel., Scituate	337
Speedwell	60	ship	1695	Miscel., Scituate	337
Speedwell	100	ship	1696	Miscel., Scituate	337
Speedwell	40	brigantine	1698	Briggs Yard	284
Speedwell	50	brigantine	1699	Scituate Harbor	366
Speedwell	15	sch.	177	No. River Pilots and Brick-kiln	53
Speedwell	—	slp.	177	Thomas, Brick-kiln	171
Speedwell	57	sch.	1787	Bates, Miscel. Hanover	124
Speedwell Friend	20	brigantine	1703	Scituate Harbor	367
Spermo	296	ship	1820	Barstow Lower Yard	104
Sphynx	43	sch.	1784	Block-house	261
Spright (or "Sprite")	200	sch.	1856	Barstow & Waterman, Fox Hill	143
S. R. Soper	130	sch.	1832	Scituate Harbor	387
Star	—	brig	1838	Briggs Yard	321
Star	23	sch.	1839	Briggs, Scituate Harbor	384
States	290	ship	1818	Barstow's Lower Yard	103
St. Paul	94	sch.	1845	Waterman, Fox Hill	140
Success	60	brigantine	1710	Block-house	261
Success	30	sch.	1783	North River	48
Suffolk	314	ship	1816	Palmer, Brick-kiln	189
Sukey	49	sch.	1785	Block-house	261
Sun	200	brig	—	Briggs, Brick-kiln	195
Superb	395	ship	1794	Keene, White's Ferry	351
Surprise	70	sch.	1852	Cudworth, Chittenden Yard	257
Susan	311	ship	1805	Rogers, Miscel. Hanover	126
Susan	36	slp.	1834	Hall's, White's Ferry	360
Susan	—	—	1834	Briggs, Brick-kiln	196
Susan Baker	99	sch.	1839	Cudworth, Chittenden Yard	257
Susan Jane	274	bk.	1841	Briggs Yard	322
Susan N. Smith	150	sch.	1864	Barstow & Waterman, Fox Hill	144
Suwarrow	303	ship	1807	Briggs, Brick-kiln	181
Swallow	35	brigantine	1678	Briggs Yard	284
Swallow, lately called ["Blessing"]	20	brigantine	1698	Briggs Yard	284
Swallow	30	brigantine	1705	Miscel. Scituate	339
Swallow	68	sch.	1786	Silvester, No. River Bridge	68
Swallow	75	sch.	1789	Miscel. Scituate	343
Swan	20	slp.	1708	Block-house	261
Swan	129	sch.	1836	Briggs, Brick-kiln	196
Swann	45	brigantine	1699	Scituate Harbor	366
Swann	60	brigantine	1701	Scituate Harbor	367
Taglioni	34	slp.	1848	Briggs, Scituate Harbor	386
Tailsman	73	sch.	1845	Scituate Harbor	388
Tama	—	ship	177	Brick-kiln	168
Tarquin	101	sch.	1836	Cudworth, Chittenden Yard	256
Taunton Merchant	70	ship	1711	White's Ferry	850
Tenedos	245	brig	1827	Briggs & Turner, Brick-kiln	192
Thankful	129	sch.	1797	Torrey, Chittenden Yard	247
Thomas	—	bk.	1698	Scituate	—
Thomas	70	ship	1713	Block-house	261
Thomas	—	—	1809	North River	51
Three Friends	16	slp.	1692	Briggs Yard	284
Three Friends	32	sch.	1796	Rogers Yard	206
Three Friends	98	sch.	1797	Briggs Yard	310
Three Friends	74	sch.	1801	Hatch, Brooks, Tilden & Taylor	273
Three Sisters	90	brigantine	1705	Scituate Harbor	367
Three Sisters	—	sch.	1820	Souther & Cudworth, Chittenden Yd	255
Tiberias	298	bk.	1833	Barstow Lower Yard	110
Token	141	brig	1831	Foster & Co., Wanton	238
Tom Corwin	250	bk.	1847	Barstow & Waterman, Fox Hill	140
Topaz	385	ship	1805	Delano, Wanton	225
Trader	—	slp.	—	Rogers Yard	213
Trent	249	brig	1822	Barstow Lower Yard	105
Triton	170	brigantine	1800	Brick-kiln	174
Triton	75	sch.	1825	Hall's, White's Ferry	356
Tropic	160	brig	1804	Brooks, Scituate Harbor	381
Trial	60	ship	1698	Miscel. Scituate	338
Trial	20	slp.	1701	Chittenden Yard	244

NAME.	TON- NAGE	RIG.	BUILT	TOWN OR YARD.	Page
Tryall	60	brig	1714	Briggs Yard	285
Turk	197	bk.	1841	Turner, Scituate Harbor	388
Two Brothers	60	ship	1700	Chittenden Yard	244
Two Friends	89	sch.	1802	Turner, Brick-kiln	174
Tyger	60	brigantine	1706	Miscel. Scituate	339
Uncle Sam	118	sch.	1834	Hall's, White's Ferry	360
Union	15	slp.	177-	No. River Pilots	54
Union	—	ship	1790	North River	48
Union	42	sch.	1792	Brick-kiln	174
Union	86	sch.	1801	Kingman Miscel. Hanover	126
Union	—	sch.	1803	Marshfield	—
Union	231	ship	1807	Smith Yard	93
Union	48	sch.	1816	Merritt, Miscel. Scituate	310
Union	199	bk.	1847	Turner, Otis & Cole, Scituate Harbor	390
Unity	40	slp.	1697	Miscel. Scituate	337
Unity	30	slp.	1699	Wanton	217
Unity	60	brigantine	1700	Scituate Harbor	367
Unity	65	brigantine	1706	Briggs Yard	285
Verges	151	brig	1831	Turner, Brick-kiln	192
Verona	238	bk.	1836	Briggs Yard	321
Vesta	91	sch.	1821	Torrey, Block-house	270
Victory, form. cal'd "Rebecca."	90	ship	1705	Briggs Yard	285
Vintage	199	brig	1837	Waterman, Fox Hill	139
Virginia	62	sch.	1824	Briggs & Turner, Brick kiln	191
Vulture	—	—	1817	North River	51
Warren, form. called "Salinas"	150	her. brig	1863	Barstow & Waterman, Fox Hill	144
Warsaw	331	ship	1831	Barstow Lower Yard	108
Warsaw	—	—	—	Foster, Wanton	230
Washington	—	ship	1791	Miscel. Scituate also North River	48 343
Washington	107	sch.	1800	Brick-kiln	174
Washington	100	sch.	1800	Briggs, Brick-kiln (continued)	181
Washington	87	sch.	1801	Kent, Scituate Harbor	380
Washington	70	sch.	1803	Samson, Brick-kiln	182
Washington	108	sch.	1805	Kent, Scituate Harbor	380
Washington	309	ship	1819	Barstow Lower Yard	104
Water Witch	167	brig	1831	Clapp & Foster, Wanton	239
Wave	124	brig	1820	Briggs Yard	314
Wave	197	bk.	1841	Waterman, Fox Hill	139
Waverly	232	brig	1897	Hall's, White's Ferry	356
Welcome Return	77	sch.	1818	Foster & Co., Wanton	234
Welcome Return	—	—	—	Samson, No. River Bridge	71
Wellfleet	25	slp.	1784	North River	48
Wildes P. Walker	188	brig	1839	Barstow Lower Yard	111
William	136	brigantine	1784	Brooks, Tilden & Taylor	272
William	56	sch.	1784	North River	48
William	71	sch.	1803	Samson Brick-kiln (continued)	182
William	49	sch.	1817	Block-house	270
William	—	sch.	1823	Souther & Cudworth, Chittenden Yd	255
William & Henry	185	brig	1823	Block-house	270
William & Mary	40	slp.	1693	Briggs Yard	284
William & Thomas	72	brigantine	1703	Miscel. Scituate	338
William Allen	99	sch.	1836	Scituate Harbor	387
William Clift	—	brigantine	1749	Stutson, Wanton	220
William Henry	110	sch.	1837	Hall's, White's Ferry	361
William M. Rogers	162	brig	1838	Barstow Lower Yard	110
William Martin	130	sch.	1851	Barstow & Waterman, Fox Hill	142
William Penn	—	ship	1810	Miscel. Scituate	343
William Penn	158	brig	1837	Briggs, Brick-kiln	196
William Pitt	174	brig	1839	Briggs, Brick-kiln	196
William Soper	—	sch.	—	Turner, Scituate Harbor	388
William Tell	258	ship	1805	Torrey, Chittenden Yard	250
William Wilson	121	sch.	1835	Barstow Lower Yard	110
Wolga	73	sch.	1828	Turner, Palmer & Magoun, No. River Bridge	74
Xenophon	299	ship	1804	Magoun, Brick-kiln	183
Young Turk	300	bk.	1853	Turner and others, Scituate Harbor	391
Zenas Coffin, originally named [ "Rising Sun." ]	338	ship	1828	Barstow Lower Yard	107
Zion	199	bk.	1848	Barstow & Waterman, Fox Hill	141
Zulette	198	bk.	1843	Turner, Scituate Harbor	388

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*Handwritten:* 1806  
1826

*Handwritten:* 1806

## EXPLANATION OF THE MAP OF MARSHFIELD, A. D. 1794.

*Bounds of Marshfield:* Beginning on the South-east in the middle of Green Harbor River about 60 rods from the mouth thereof. Thence by a Northern line of Duxbury, S. 6° 7' 0" 0 W. 580 rods, thence by Duxbury N. 48: 0 0 W. 953 rods to an Easterly corner of Pembroke, thence by Pembroke, North about 5° 0: 0' 0 West 243 rods and thence by Pembroke in the nine following lines, viz: N. 25: 0 0 E. 142 rods, N. 80: 0 0 W. 105 rods due North 92 rods, S. 87: 0 0 W. 154 rods, N. 06: 0 0 W. 13 rods, N. 86: 0 0 W. 18 rods, N. 51: 0 0 E. 37 rods, N. 37: 0 0 E. 18 rods and N. 51: 0 0, W. 49¼ rods to Scituate Line in the middle of North River: thence by Scituate Northerly and Easterly in said River down stream, to the mouth thereof, thence S. Easterly about 5 miles as the shore goes, by Massachusetts Bay to the mouth of Green Harbor River, thence about 60 rods up said River to the first mentioned bound.

The reason why no Road is delineated is because by reason of the locality of the Town there is no Highway in it that can with propriety deserve the appellation of a County Road.

There is a quantity of salt marsh contiguous to the Rivers but the largest quantity is up Green Harbor River. The colored part of the plan is the Rivers and along the sea shore by the back of the Beach. The width of the Beach is various but may hold out about 30 rods.

The reputed distance of the centre of the Town from Plymouth Court House in the road commonly travelled is 15 miles and from Boston 36 miles. The actual survey of the Town was made between the 30th day of December, 1794, and the middle of June, 1795. Falls of Water, Mountains, Manufactories, Mines and Minerals, none. Ponds, none except Mill Pond, that all artificial. There are seven Corn Mills and one Cloth Mill in Marshfield; but two Corn Mills with a good supply of water would do the work they all seven do.

1° The middle line at the mouth of the River is the boundary line between Scituate and Marshfield until it comes to Pembroke.

2° South River is 12 and 14 rods wide near the North River Branch at low water and may hold out, the whole taken together, about half that width.

3° It is full sea here two hours later than at the sea shore.

### KEY TO THE PLAN OF SCITUATE HARBOR.

1 Light House.	30 Tin Shop.
2 Cedar Point.	31 Library Building.
3 F. Murphy's.	32 Post Office.
4 Old Bates House.	33 Drug Store & Telegraph Office.
5 Old Porter House.	34 Barber Shop.
6 Willow Street.	35 J. H. Smith.
7 Drew House.	36 E. P. Welch's buildings & wharf.
8 Old Dr. Jeffer's House.	37 Store.
9 Gun House.	38 Stables.
10 John Bate.	39 Shop.
11 Prouty House.	40 Store-houses.
12 Old Morton House.	41 House.
13 Old Dunbar House.	42 Salt Marshes.
14 Wm. P. Allen's.	43 Cliff.
15 E. Perkins.	44 North Houses.
16 Wm. Turner.	45 Crow Point.
17 N. Pool, store & house.	46 Water.
18 Allen's Store.	47 Stage House.
19 G. M. Allen's.	48 Beach.
20 H. Vinal.	49 S. Benson Pt.
21 Jones' Houses.	50 Beach Road.
22 Dr.'s Office.	51 C. Doritie's House.
23 John Beal.	52 Cliff.
24 A. Chubbuck.	53 Camp House, Flag Staff.
25 Upper Road.	54 C. H. Bonney's Wharf.
26 Road to 1st & 2nd Cliffs.	55 Buildings.
27 Work Shop.	56 Blacksmith Shop.
28 Stable.	57 Bridge.
29 Work Shop.	58 Satuit Brook Bridge.


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1. The first part of the document is a list of names and addresses of the members of the committee.

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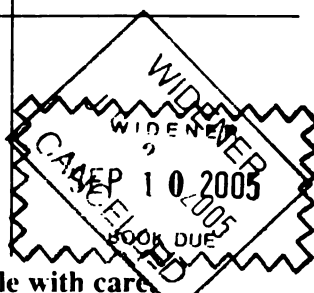
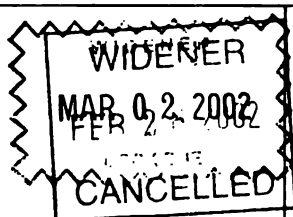




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